



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

August 2026



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September Bulletin submissions closing date: 25th August

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



Our Honorary Branch Life Members are:

Barry Robert	Norm Dewhurst QSM
Rodger Ball	Russel McAlpine
	John Stokes

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. Send submissions to editor@avvcc.org.nz.

Cover Designed by Melanie Ball

Coming Events



All events are held at our clubrooms unless otherwise specified.



AUGUST

1	Sat	Veteran Meeting	2:30 pm
8	Sat	Vintage Meeting	2:30 pm
13	Thur	Noggin & Natter	7:30 pm
14-16		VCC of NZ AGM —hosted by Manawatu Branch, Palmerston North	
15	Sat	Motorcycle Meeting	2:30 pm
19	Wed	Mid-week Tourer's Run	
22	Sat	Club Afternoon—speaker Barry Birchall	2:30 pm
24	Mon	Charabanc Maintenance Morning	10:00 am
25	Tue	Committee Meeting	7:30 pm
30	Sun	Daffodil Day Display —FGS Buddhist Temple, 16 Stancombe Rd, Flat Bush	Vehicle Load in 8:00–9:30 am
31	Mon	NO Week Ahead will be delivered Monday 31st.	

SEPTEMBER

4	Fri	Motorcycle Ride to Meadowbank Care Home —meet at our Clubrooms	12:45 pm
4	Fri	September Bulletin delivered	by 5:00 pm
5	Sat	Veteran Meeting	2:30 pm
10	Thur	Noggin & Natter	7:30 pm
12	Sat	Motorcycle Meeting	2:30 pm
16	Wed	Mid-week Tourer's Run	
18-20		Taranaki Branch Rubber Duckie Motorcycle Rally	
19	Sat	Vintage Meeting	2:30 pm
26	Sat	Manawatu Swap Meet	
26	Sat	Club Afternoon	2:30 pm
27	Sun	Club Run—Ladies Run	
28	Mon	Charabanc Maintenance Morning	10:00 am
29	Tue	Committee Meeting	7:30 pm

OCTOBER

3	Sat	WORKING BEE time to Spring Clean the clubrooms!	from 9:00 am 'til noon
3	Sat	Veteran Meeting	2:30 pm
8	Thur	Noggin & Natter	7:30 pm
9-11		Canterbury Swapmeet	
10	Sat	Vintage Meeting	2:30 pm
17-18		Hunua Spring Tour & Garden Party	
21	Wed	Mid-week Tourer's Run	
24	Sat	Motorcycle Meeting	2:30 pm
26	Mon	Charabanc Maintenance Morning	10:00 am
27	Tue	Committee Meeting	7:30 pm
31	Sat	Club Afternoon	2:30 pm

Note: The clubrooms are open on the SECOND Thursday evening of the month from 7:30pm to 10:00pm and EVERY Saturday afternoon from 4:30pm to 6:30pm. Our Spares Dept & Library are open during the clubrooms opening hours PLUS Thursday mornings from 9:00am 'til noon.

Chairman's Report

Forty-eight members attended our AGM last Saturday. We reviewed participation over the last 12 months and asked for your support and ideas to boost numbers at club runs, club afternoons, and noggin and natters. With the numbers most notably lower at Thursday evening Noggin & Natters, it was decided to only have one Thursday evening Noggin per month, at least over the winter months, with a review as summer approaches. From now until November, we will only open on the second Thursday of each month from 7:30–10:00 pm. Saturday Afternoon Noggin and Club Afternoons remain unchanged.

We farewelled Glenn Morris and Lynda & Martin Spicer from our committee. Each of them have served many years on the Committee for us. Their effort has been very much appreciated.

New committee members this year are Leo Fowler, Bruce Verrall and Peter Wood. Please see the back of this Bulletin for the full details of who the Committee are and the tasks they will perform.

Take a look at Tracey's Club Captain's Report for the Annual Prizegiving recipients.

The weather man was not looking after us last Sunday for our annual Expert's Rally. However, sixteen starters turned up and faced the elements. Jocelyn and Russel McAlpine plotted an excellent rally for us. It was a shame the entrants did not have the experience of seeing the magnificent views overlooking Bethells Beach from Te Aute Ridge Rd.

It was our Vauxhall VX4/90's first run in 5 years, after being submerged in flood waters twice. The first time in August 2021 and then again in January 2023. She has tested our patience over this time, but on Sunday, she went like a charm and tackled the very steep Te Aute Ridge Rd no trouble at all.

Many thanks to Russel, Jocelyn and their helpers, Muriel and Graham and Errol McAlpine, for a good day out despite the weather.

And so begins another year of socialising and motoring fun.

Stay safe everyone.
Shaaran.

*The Vauxhall at the start of the
Expert's Rally*



(Club) Captain's Log

I was really pleased to see some keen newer members attending the Rally Rules night, asking lots of questions and keen to learn. Thanks to all those who came out on the Experts Rally on Sunday. Russel and Jocelyn had organised a great rally. The weather didn't really play ball so we missed the clear views of Bethells Beach, but got a misty perspective (at least we did at the top of the hill). The atmosphere in the café at the Huapai Golf Club, where we finished, was very convivial. Wayne and Carrie Roberts brought the Velie out of hibernation and are hoping to get out a bit more going forward. Annamarie and son Reuben enjoyed the morning in Annamarie's Volvo, and will be back for more. Their first rally with written instructions in this format. Congratulations to the winners, see Russel and Jocelyn's report. We will award the Trophy for this run and the Annual Points Trophy at the Garden Party for the Hunua Spring Tour.

It's a busy time over the next couple of months, as we head toward Spring. By the time you read this, all will be Yellow for Daffodil Day!! Please come out for the display to support us as a club, it is both our national day for promoting what we are about to the general public, while raising funds for the Cancer Society. Remember too, what money is raised in our area stays in our area.

Good news from National Office - there will be an International Rally in 2030. Some branches will be busy preparing their bids, which have to be in by the end of October and it is hoped that an announcement can be made in March next year on the successful host Branch.

By next month I hope to have a date and some more clarity on a trip on the William C Daldy, watch this space. If you are interested and have not given me your name and number attending yet, please do so as soon as you can.

If you missed the details last month, we are looking at making a charter booking to go out on her for a dinner cruise, most likely in late January, early February, 2027. The cost will be in the vicinity of \$90 per person, this includes a 3 hour cruise on the harbour and a 2 course meal. A cash bar will operate.

Deposits will be taken to secure the booking, once the details are finalised.

Finally, congratulations to the Trophy winners at the AGM. Opposite you will see the winners with their trophies.

Tracey

To register interest in the W C Daldy trip contact Tracey by phone, text or email:

M: 021 732 209

E: clubcaptain@avvcc.org.nz

Annual Prizegiving Recipients

Pride of Ownership—to **John and Pat Campbell**—for the EPIC restoration of their 1949 Willy's Overland Jeepster. It has been a marathon of 20 years under restoration and it now gleams. Congratulations!



The **Jim Lewis Memorial**—Rear Wheel Brake Trophy went to **Team Charabanc**. The team was represented by Jeremy Lambert, Alan Price and Bob Pickering.



Continued...

Annual Prizegiving Recipients



Left: Martin and Lynda Spicer receive the Sel Bonney Memorial Trophy (Rolling Pin) –the Partners Trophy. *Right:* Paul and Jodi Tomlin receive the Hurlingham trophy– the Triers Cup. (Jodi: Hmm, I think this is due to how much we are ‘trying’ each other, now that we are in a car together!)

The other annual awards, the Seabrook Fowlds–Expert’s Trophy and the Points Trophies will be awarded at the Hunua Garden Party in October.

Here, departing Committee Members receive a departing congratulations and gift for their time. *Left:* Martin and Lynda Spicer *Right:* Glenn and Marion Morris.



25 & 35 Year Continuous Membership Awards

Recipients of this year's awards for 25 years membership are: Graeme Crawley, Ian Hubbard, Shane Price, Lynda Spicer and Peter & Gail Northin. Recipients of their 35 years continuous membership are: Dennis Lowe and Roger Drake.

Members present to each receive their pins: Left to Right—Lynda Spicer, Ian Hubbard and Dennis Lowe.



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

Spring Clean Time

WE REQUIRE YOUR ASSISTANCE!

Saturday, 3rd October

9am - 12 noon



If you are available please note this in your diary now.

We are looking to do the following, (in brackets is equip that you could bring with you if possible?):

- ◆ Wash windows inside and out (buckets, water blaster, extension ladder)
- ◆ Wash Outdoor Tables ready for Garden Party (bucket, brushes)
- ◆ General Clean inside clubrooms. (Bucket, dusters, rags etc.)
- ◆ Trophy Cleaning (polishing cloths)

If you know you can help us, please let us know:
editor@avcc.org.nz.

Morning Tea will be provided.

2026 Expert's Rally

It was gratifying as a plotter to have 13 entrants pre-register their interest for attending our rally. We were delighted with the enthusiastic group of vehicles venturing out into the wild, wild west on a cold wet Sunday morning.

Views may have been somewhat restricted, however all but one vehicle made it to the end to enjoy a hot drink, some food and lots of chat in the warmth of the Huapai Golf Clubrooms, one vehicle having to withdraw during the rally. Also, the Morrises made the call to take the Model A home, it was not behaving in it's usual reliable manner on the way to the start, so a quick turnaround and then on to the rally in their modern.

Three things separated the levels of 'expertise' on the day. In the silent check department it was a keep left instruction that caught a number out and then when is a roundabout not a roundabout? NZTA deems a roundabout to be a circular intersection defined by a central island, with **one-way** circulating traffic. The third was time keeping and a number of you kept excellent time, some of you not quite so.

Official prizegiving will be held at the Garden Party on Spring Tour weekend but we can announce the top 5 placegetters below:-

- 1st Gavin Welch and Sophie Zao
- 2nd Wayne and Carrie Roberts
- 3rd Colin and Pam Bell
- 4th Alan and Shaaran Price
- 5th Paul and Jodi Tomlin

Our thanks to Graham and Muriel Gill and Errol McAlpine for helping us on the day.

Russel and Jocelyn McAlpine

Note from your editor:

*An interesting detail, after the chatter at lunchtime. You certainly used a doozy of a road: "Te Aute Ridge Road (often referred to as Te Aute Road) in the Waitākere Ranges is exceptionally steep, with a short section reaching an extreme gradient of up to **46%**."*

The pic at right is Al and me showing how it felt ascending the road in the rubbish weather. I totally felt for Rodger & Val and Wayne & Carrie!



Welcome to our New Members

A most sincere welcome is extended to the most recent new members and transfer-ees from other branches. 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?

Jeremiah Raffills

Glen Eden

No vehicles at present

Phil Oades

Warkworth

1973 Yamaha RD250/350

Hugh Ross

Karaka

1916 Model T Speedster

1967 Mustang

Grant Andersen

Half Moon Bay

1975 Yamaha DT400B

1979 Yamaha XT500F

Dean Suester

Titirangi

1972 Ducati 750GT

Max Bercich

Pukekohe

1971 MGB GT

Lee Brutnall

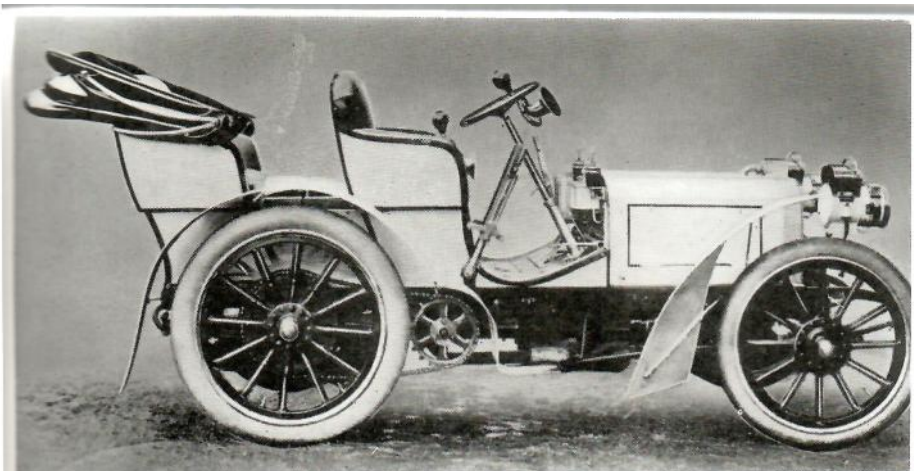
Patumahoe

1939 Pontiac Quality 6

Adri van der Veer

Ararimu

1954 VW Beetle



The first Mercedes Benz Car as per Library Notes opposite...

As Richard is still away, Barry Birchall has kindly supplied the following article for us:

THE BIRTH OF THE MOTOR CAR

Barry Birchall

It is well known that the first motor cars to arrive in NZ were all built by Benz. Less well known is the story and the issues Benz had when he built and patented the first inventions and the patents and inventions by his contemporary Daimler and the eventual amalgamation of those two companies to form Mercedes Benz.

Karl Benz in Germany built some of the first internal combustion engines and went on a few years later to build and patent the first motor car. The car was on three wheels and had a horizontal water-cooled engine, electric ignition, a mechanically operated inlet valve and differential gear that was quite advanced. It was running in his workshop in the spring of 1885, but it was the summer 1886 before it was seen on the road with a top speed of about 8 mph. The car was creating that much interest in the city of Mannheim that he had to do most of his testing on the streets after dark. When he attended the Munich Exhibition in 1888 authorities let him drive the car through the main street.

A few months later his wife Bertha and two of his children, without his knowledge, drove the car from Mannheim to Pforzheim (90 km) so she could visit her parents. Five days later they would drive the car back. There is a very good film clip on YouTube of the trip made by Bertha Benz and the two children between the two towns in Germany. It's clearly using actors but possibly features the original car, which did survive. After that road trip he would increase the horsepower and fit a gearbox so the car would climb the hills.

Not too far away in the city of Deutz a new company had been established by Otto and Langen to build four stroke gas engines. Otto and Langen did a lot of work for the railways. Gottlieb Daimler and Wilhelm Maybach, who were friends, were employed to look after design and the production of the new engines. They went on to produce a few engines, but Otto fell out with Daimler when Daimler discovered Otto was trying to take out a patent for an engine, he had designed and built. He left the company with Maybach and started a new company to build engines in the Bad Cannstatt (Stuttgart), an area he knew well. Daimler had travelled extensively and always believed his engines could be installed in buggies, bicycles, sleighs, trams and boats.

One of the first engines they built was mounted in a bike built from timber in their workshop. His son Paul was the first to ride the motor bike on November 10th, 1885. He went three kilometres then back. Daimler successfully applied for the patent for the engine. They went on to build an engine for a boat and a sleigh, but the sleigh was not a success. He bought a new coach from the coach builders and modified the vehicle so they could fit an engine, diff and steering. The vertical engine was air

Library Notes

cooled with tube ignition and drove the rear wheels through a very crude differential gear and a leather disc which let one wheel slip when it went around a corner. The new car would be referred to as The Cannstatt Daimler and was built by the Daimler Motoren Gesellschaft or DMG.

In France in 1891 Panhard and Peugeot produced a car using a Daimler engine. They had to purchase the patents from Daimler. Frederick Simms, a young engineer from Warwickshire, had met Daimler in Germany. He encouraged Daimler to come to the UK and bring with him an engine which they could demonstrate on the Thames in a boat. In 1891 Harry Lawson saw the boat, met Daimler and said he wanted to establish a new company to build and sell Daimler's products in England. The new company would be called The Daimler Motor Company. The first car they produced was manufactured in England using drawings supplied by Daimler. When Harry Lawson in England used drawings supplied by Daimler to build his first car it cost him £35,000. A lot of their early income would come from the sale of their patents.

At the time, in Germany, Daimler was having a lot of problems with the police as they were convinced one of Daimlers petrol engines was going to blow up and kill somebody. Maybach was arrested when he went to test a boat on a lake, so for a while, like Karl Benz, they did all their testing after dark. Petrol at the time was only available in a chemist shop where it was sold as a cleaner in a small bottle.

Slowly the authorities accepted the fact that the new petrol engines might be safe. Daimler would go on to put his engine into a tram and a rail car. After a fatal crash in a car at a hill climb in Nice there was huge pressure to make the cars safer. They lengthened the chassis and lowered the centre of gravity. The new 35 hp 4-cylinder car was called a Mercedes, after Emil Jellinek's daughter who had been a great supporter, good customer and friend. The new car in 1900 would be a huge success and dominated every race they entered, and the Mercedes name was here to stay.

Karl Benz established agencies in England and France to sell his cars. In France, Emile Roger set up a plant to manufacture the cars for a while, and these cars were sold as a Roger Benz. Karl Benz did get a little criticism as some said he was still



Karl Benz and his wife Bertha c.1890

selling a car in 1900 with a 3.5 hp horizontal single cylinder engine in the rear and hadn't moved to pneumatic tires. In Europe at that time, it had become fashionable to have the engine and radiator up front something Panhard had first done. By 1900 Benz was selling 600 cars a year which was more than any other builder. In 1897, they built a twin cylinder, and at the Paris Motor Show in 1900 he exhibited a four-seater 14 hp racing car which they said would do 40 mph. By 1898, France, had become the world leader in the motor car construction with a whole lot of companies building them.

Benz and Daimler never met and in March 1900, Gottlieb Daimler, the older man of the two, passed away at the young age of 65. In 1924 the Benz and Mercedes Companies started to work together and in 1926 the two companies amalgamated, and the cars would be sold from then on as Mercedes Benz. Karl Benz passed away in April 1929 at the age 84. The land that Daimler bought for a new factory in 1898 is still the site of the Mercedes Benz factory today.

The first two cars to arrive in Wellington in 1898 were built by Benz, most likely in France. The first car to arrive in Auckland was assembled by the Star Stuart Company in 1899 using a kitset supplied by Benz. The first car to arrive in Christchurch from overseas in 1900 was assembled by the Raglan Cycle Company using a kit set supplied by Benz and the first car in the Hawkes Bay was a Benz. The first fire engine in Auckland was sold as a 35 HP Ariel Simplex in England but was manufactured by Mercedes. Many said when it arrived in the city it was the fastest vehicle in town and could make the trip between Pitt Street and Onehunga in 8 minutes.

There have been several replicas built of the first vehicle, and you will see them advertised for sale on pre-war car sites. I believe there is one in New Zealand too. Looking back at early history, they clearly got held up by the patents. Every invention was patented and you couldn't use or copy a patent unless you were prepared to pay someone some money for the right to use it. ●



The Cannstatt Daimler c. 1890

Vintage Section Notes

A slightly smaller meeting than usual for July due to it being a long weekend.

General chatter before we commenced was how attendees had enjoyed Murray's informal Vintage Run. Those that arrived with PVT's acted as navigators for the vintage runners. I found the Mountain Road section absolutely stunning. If I ever get visitors from out of town or overseas this will be a "must see."

Murray was unable to attend and chair the meeting as, after having satisfactorily completed the "Winter Woolies Wander" run, suffered a major hearing problem. Murray has spent some time helping Wayne Roberts with the Velie rear brakes and back end problems. Get well soon, Murray.

Our round the table chat had us learning that Colin Shoebridge, on the way to an All American run to Cape Reinga, had the misfortune of coming to a sudden stop under the Lincoln Road overbridge when the camshaft gear on his '36 Chev truck stripped some teeth off. He fortunately has a spare one.

Bill Quinn had brought his Oakland along and after the meeting took David Goryl for a ride to see how their two Oakland's compared. Bill is looking for a slightly younger vintage car, a less demanding vehicle to run.

Don Johnston was still having problems with the running of his V8, and uncertain where to go. Several suggestions were forthcoming including ("buy a Chev" from John Towers), Don was also looking for someone with a static wheel balancer for his V8 wheels as modern balancers can't cope with wide centre holes. Although the club has a static wheel balancer in the shed a special centre disc would have to be made to accommodate the V8 wheels (and possibly English Ford wheels).

John Morrison reported that he had entered the Taranaki "Americana" in February next year. John has not done much in the "Morrison Car Museum" but continues his search for Matchbox Toys for his collection.

John Stokes mentioned that he was storing John Gardener's recently acquired Talbot. He had taken his Whippet for a run around Aka-Aka but found that the water-pump was still leaking after the run.

Tracey advised John about an NZTA app for his mobile. Tracey reported that there had been 18 vintage vehicles on the "Winter Woolies Wander" run and she and Stephen had enjoyed taking part in their recently acquired 1932 MG J2.

Norm remarked how he enjoyed our monthly vintage meetings and that he was working on a spare engine for his car.

David Goryl reported that due to his business he was sometimes unable to attend runs. Currently he is looking for an upholsterer to renew the hood of his Oakland. Several suggestions were offered.

Vintage Section Notes

John Towers had purchased a headlight and headlight glass for his "Baby Blue" Chevrolet truck and been told by SWMBO* that there were to be no more vehicles, but he was thinking of bringing another vehicle in, disguising it as somebody delivering a load of timber. Good Luck John!

Stephen has managed to get the Talbot 14/45 engine running. He has made a new manifold with a central carburettor port as opposed to the original front mounted carburettor. He now needs to make a heat block spacer for mounting the selected carburettor. Stephen has knowledge of some 1934 Hillman 20/70 parts that need saving. Can you help?

Afternoon tea was not as well organised as usual, but I managed to con Tracey into the position of "Mother". Thanks to John Towers for the large tray of pastries.

Neil.

**SWMBO = She who must be obeyed!*

August Club Afternoon Guest Speaker

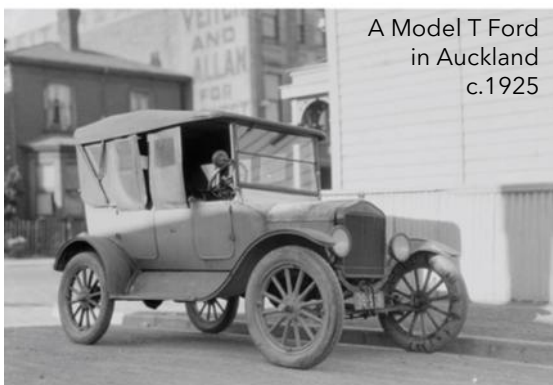
Barry Birchall

The History of the Motor vehicle in Auckland.

Only 126 years ago there were no motor vehicles plying the roads in Auckland. Twelve years after the first motor car arrived in 1900, there were 600 vehicles registered in Auckland and by 1928 traffic jams.

By the end of the First World War, motor vehicles had replaced horses for both personal and commercial transport. Roads had to be upgraded. Bridges were built. Rules were made. New industries developed around the motor car, including importing and selling cars, body building, importing and distributing petrol. Possibilities for leisure and sightseeing were transformed.

This is the story (with photos) of how the motor vehicle transformed Auckland, and of how the barriers and obstacles presented by Auckland's terrain and weather were overcome.



A Model T Ford
in Auckland
c.1925

Saturday, 22nd August, 2026–2:30 pm.

Mid-week Tourers

20 cars were seen on Wednesday winding their way through the backstreets of Karaka, locals stared in awe as these gems ambled through the town centre of Patumahoe and on to Calendula Cafe.

After a slow start to coffee, we made our way to the workshop where we were greeted by Jared and Jeff. Many conversations were had about the cars and the workshop as we waited for everyone to make their way over (including a few locals who came straight to the workshop).

After a quick safety briefing we made our way through the main workshop as Jared regaled us with tales of the trains and his time working for Glenbrook. We were able to drift through the workshop stopping at different sections to take a closer look at the engines or whatever component was being worked on at the time.

We then moved onto the second workshop where we were told about the upcoming trips that the steam train will be doing and how it was to feed the coal into the train (hard yakka unsurprisingly). We made our way down the thin train line to the back where we saw a familiar face - Thomas the Tank engine! After a Q & A we made our way out to the front where we were taught about the tracks and how they are made and used and even got some insider info on the new CRL.

We all left full of knowledge, and for some of us, a newfound love of the steam trains of yesteryear.

Coming Up:

August: Join us for next month's run to Westlynn Gardens (\$5 CASH entry, BYO lunch). Wednesday, 19th August. Starting at The Warehouse Carpark, Westgate. We'll meet at 10:00 am for 10:30 am start.

September: If you are interested in doing a Hamilton run in September to the Classics Car museum, please let me know asap, so that I can book us in.

Jo

midweek@avvcc.org.nz

Listening to Jared





(Photos Courtesy of Kay Brunton)



Motorcycle Section Notes

By the time we arrived at the club rooms, Jeremy had opened up and helped our guest speaker Fergus Maynes bring inside his 3 motorcycles and his large display of trophies, photos and Triumph engine parts.

Lynda got busy setting out the afternoon tea, while out in the backyard we had 13 bikes parked up, and a number of members chatting and checking the bikes over. Inside there were more members chatting and looking over Fergus' 3 motorcycles - a 250 V Twin Hyosung GV race bike and 2 Triumph Bonneville's a 1969 T120 & 1974 T140.

Martin.

By the time the meeting started we had 59 members in attendance. Martin opened the meeting, and then asked for a moments silence to remember long-time member Peter 'Honda' Cooper, who had passed away suddenly during the week. This was only two months after we lost member Peter 'Rudge' Cooper.

I read out a short eulogy on Peter.

REPORTS

Martin told us about last month's club afternoon guest speaker - MOTAT's Tram Manager, James Duncan, who presented the third and final instalment of the Tram story. This chapter was about the life of trams around NZ and the final days of trams on Auckland streets, culminating in the last gasp move of a couple of them to a new life at MOTAT. James spoke for an hour and a half without missing a beat. This meant that the full story had been a four and a half hour journey over three meetings, a truly memorable story of an important part of Auckland's history.

COMING UP

Saturday, 25th July - Martin reminded us of our branch's AGM, he advised us that he and Lynda were standing down from the Committee after being on it for 28 years and 14 years respectively. This includes Martin having spent 5 years as the Branch Chairman. Lynda had been Club Captain for 7 years and had also served as Bulletin Editor and recently has been the Social Convener. Combined a fantastic effort of 42 years for them both. Jobs well done!

August 15th Motorcycle meeting - Our guest speaker will be Ray Pratt. Ray will be bringing along some new Triumphs from his Harley and Triumph dealership.

Friday 4th September - We have received an invitation to take some of our motorcycles along to the Meadowbank Care Home, for the residents to take a look at and reminisce over. The hosts will put on a sausage sizzle and tea and coffee for us. I'm guessing we'll be there about an hour. We'll meet at our Clubrooms at 12.45 pm, and head on over to Meadowbank just after 1pm. Let's give them a good assortment of bikes to view.

GUEST SPEAKER

Today's speaker was Fergus Maynes, Ferg was born in Kingston Upon Thames in the UK. He told us about his first two-wheeler that he bought when he was at school, it was a Raleigh Wisp moped. He said he got a lot of stick from other school kids over this slow form of transport which taught him a good lesson in standing up for yourself and knowing how to bounce back! He then upgraded to a much faster bike – a 1986 Yamaha YB100, after passing his riding test. At the age of 19 he then bought a 1978 Triumph Bonneville T140 V, he loved this bike, but a car pulled out in front of him, this demolished the front end of the bike, while he flew over the car, luckily without injury to himself. Ferg was wearing an old type 'Pudding Basin' helmet, he had this on display with his other memorabilia, it was unbelievable how thin and flimsy it was.

So he rebuilt the bike, and then rode it up to the Isle of Man TT, on Mad Sunday he was timed by a friend in a Porsche at 120mph going around the course, he then thought he'd go out again to see if he could go faster, he filled up the fuel tank and set off again. He had only gone about a mile when the engine seized up, he found the oil tank was empty, '*bugger*' another important lesson learnt.

All through Ferg's talk he showed photos and some videos. There was a great one of Ferg and his bride leaving the church on his Triumph Bonneville. Ferg was dressed in a top hat and tails, and the bride had a traditional long wedding dress. They rode off to the wedding reception on it. He still owns this beautiful 'Bonny' 45 years later, however, the missus was not quite as reliable and departed.

Ferg then had a go at bike racing, his first meeting was at Brands Hatch riding a Yamaha RD250. Unfortunately, he came off and was hit by another rider resulting in a nasty back injury.

Ferg then emigrated to NZ in 2001 and settled on the North Shore working in motorcycle dealerships.

In 2014 he went to the Bonneville Salt Flats, but when he got there he was told the event was cancelled due to the salt being under water, then in 2016 he went back to assist a friend who wanted to attempt a record. While there Ferg was loaned a Kawasaki and he was timed at 188.1 mph. A long way off the 212mph record but the addiction was apparent. His friend Walter Rands-Trevor finally achieved the world record in 2025.

So now he had the speed bug. He bought a 1970 Triumph T120, and was going to attempt the 650cc Standard Push-rod production class – 650 PP. The record was 106.4 mph. The standard class meant that the motorcycle had to look as it did when it came off the production line, but you could tune the engine. Ferg prepared the chassis, and the engine was highly tuned by a 'reputable' engine builder. Once the

Motorcycle Section Notes

bike was finished the engine tuner went for a test ride, followed by Ferg. Sadly, it had only gone a few kilometres at a speed 50 kph when it seized up due to an oversight by the engine builder, game over.

After he had spent such a great deal of time and money on all the tuning, the engine tuner pulled out embarrassingly. Ferg decided to forget about record breaking for a while, he rebuilt the engine with Gary Mitchell, taking it back to standard form and used the bike for road riding. It runs like a dream.

Then in 2020, Ferg started coaching youngsters at Hampton Downs on 250 Hyosung race bikes. He then started a championship for young riders on his race bikes. He would coach rookie teenagers, who had never ridden bikes before, and they would then go on to win a total of 10 championships in a row.

For the last two years the winner has been 18-year-old female rider Alyssa Boyd and the other female team rider Shelley Belcourt came third, a fabulous achievement.

Ferg also supports Azlan Blackwell in the NZ nationals netting 2nd in NZ last year. Ferg finished up by announcing his new Motorcycle Concierge business for club members called the 'Bike Butler' – designed to take the stress and time constraints out of keeping you and your bike on the road. A much needed and helpful service.

Ferg answered questions from the floor, then Martin thanked him for telling us his very interesting and entertaining story.

Martin Spicer & Jack Clark



Motorcycle Section Pics



Motorcycle Section Pics



Martin, Ferg and Jack with the bikes and fantastic assortment of memorabilia.

Bruce Verrall–New Committee Member Introduction

Hello fellow members

I am a new member and now a first-time committee member.

My name is Bruce Verrall.

I only joined the Auckland Veteran and Vintage Car Club early last year, but since then I've attended numerous events at the club rooms, listened to many interesting guest speakers, enjoyed lots of delicious afternoon teas and suppers, been to places around the Auckland region which I've never seen on rallies and tours, as well as 3 days in the Waikato and 6 days in Nelson. But most importantly, I've met wonderful club members who have been welcoming, helpful, accommodating, and great company.

The club has given me so much in a short time, so when the club asked for people to help out, I could not refuse.

It's a pleasure and a privilege to be a part of this club. I only hope I can give as much as I've already gained and help continue to serve our members in the best way possible.

Yours truly

Bruce Verrall



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Beaded Wheels Scribes: John Stokes, Jocelyn McAlpine, Peter Wood

Insurance: Vero Consumer Insurance Specialist, P: **0800 505 905**, Our Agency Number: **0300126**

Clubrooms

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Club Afternoon:

Clubrooms Open:

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