



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

December 2025 / January 2026



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February Bulletin submissions closing date: **25th January**

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 editor@avcc.org.nz.

Coming Events

All events are held at our clubrooms unless otherwise specified.

DECEMBER

6	Sat	SPECIAL GENERAL MEETING re Auckland Branch's revised Constitution	2:00 pm
7	Sun	☆☆☆ Christmas Posh Picnic ☆☆☆ Blooming Gardens, 307 Hillview Rd, Bombay	11:30 am
11	Thur	Christmas Potluck Dinner	from 7:00 pm
13	Sat	Veteran & Vintage Meetings	2:30 pm
13	Sat	Motorcycle Run to Bill Buckley's factory —watch for email from Martin for details.	
20	Sat	Motorcycle Meeting	2:30 pm
20	Sat	Noggin & Natter	4:30 pm
20	Sat	Sausage Sizzle pre Xmas Lights Tour	6:30 pm
20	Sat	Christmas Lights Tour —starts from the Clubrooms	8:30 pm
25	Thur	Christmas Day—Clubrooms CLOSED	
27	Sat	Noggin & Natter	4:30 pm

JANUARY

1	Thur	Annual NYD Run to Kaiaua starting Elliot Street Carpark, Papkura	11:00 am
3	Sat	Veteran Meeting	2:30 pm
8	Thur	Noggin & Natter	7:30 pm
10	Sat	Vintage Meeting	2:30 pm
17	Sat	Motorcycle Meeting	2:30 pm
22	Thur	Noggin & Natter	7:30 pm
23-25		Wellington Biennial Motorcycle Rally	
31	Sat	Club Afternoon	2:30 pm

FEBRUARY

7	Sat	Veteran Meeting	2:30 pm
12	Thur	Noggin & Natter	7:30 pm
14	Sat	Annual Veteran Rally	
14	Sat	Vintage Meeting	2:30 pm
21	Sat	Motorcycle Meeting	2:30 pm
22	Sun	Points Trophy Club Run	
26	Thur	Noggin & Natter	7:30 pm
28-1 Mar		Highland Fling—hosted by South Waikato Branch	

MARCH

15-21		Vero International Festival of Historic Motoring—Nelson	
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Secretary's Report

Sadly, I open this report offering our sincere condolences to our Chairman, Shaaran, hubby Alan and their family, due to the passing of their son-in-law, Ian, after a very courageous battle with cancer. We are thinking of you all at this time.

With that sad news you therefore get notes from me, Jodi, your Secretary, instead.

November has certainly been busy with section meetings and the Annual Motorcycle Rally. I was really pleased to be able to provide the Friday night dinner for the motorcyclists who chose to join us, sharing stories and conviviality, while they ate. Martin has a full report for you about the rally itself, plus all the winners, further on in this Bulletin.

The Mid-weekers finally got to Wenderholm last Wednesday for their EOY Picnic, sounds like it was a FUN day. What a difference a week makes, weather wise! Thank you to Neil and Jo for stepping up and providing runs during the year, too. I'm sure there are many of you who would like to see mid-week runs continue in 2026?

Now we enter the crazy busy month...

A vital meeting for us all is coming up this Saturday (6th), the Special General Meeting to discuss and vote on our new Constitution. Our Sub-committee, who have pored over this document many, many times, is hopeful that you will find that we have covered all the bases for you, our Members. We would really like to have this document filed with the Companies Office—Incorporated Societies Register by Christmas. Please join us to exercise your vote.

Then, this Sunday (7th), our Christmas Picnic (Posh or Not) will be held at Blooming Gardens in Bombay. Tracey has the lowdown for you in her report. And I look forward to seeing you there. I will be supplying the Tea and Coffee for you (we were just a bit late to book a Coffee Cart—so filtered coffee it is!).

On Thursday, the 11th, we have our Christmas Potluck dinner. You bring a share plate of either a main or a dessert to add to the buffet table. You may also want to bring a small gift for that cheeky Santa dude to be able to hand out?

Then to round off the Christmas Festivities, we will be having a Christmas Lights Tour on Saturday, the 20th. Again, refer to Tracey's report for all the details.

In between, the Sections will be having their meetings too. So, make sure you join in on the events available.

Well, I know Christmas will be a bit different for a number of you this year. May the time fill your hearts with memories and peace.

Regards, Jodi

P.S. I hope to see you all on the New Year's Day Run to Kaiaua too. That's always a great day out!



Christmas Picnic



Christmas Posh Picnic

Venue:

Blooming Gardens
307 Hillview Road, Bombay

Sunday, 7th December
from 11:30am



Highlights will be:

Best Dressed Awards
Best Picnic Presentation Award
100+ year old Vehicles celebration
Restoration Awards presented
Tea & Coffee available

BYO Picnic Lunch - Posh or not...

NO DOGS ALLOWED & NO SMOKING, THANK YOU

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

We thank our hostess Karen Jackson of Blooming Gardens.



Club Captain's Log

Almost the end of another year. We have our Posh Picnic this coming Sunday - come along with your picnic lunch, dressed up or down and enjoy a couple of hours socialising. There is a stunning garden to wander around while you are there too. Refer to The Week Ahead email for the full details. There will be a special area for 100 year old plus vehicles and also, if you wish to enter into the restoration awards, these will be judged as well. We finish out the year with our Potluck Dinner on Thursday 11th and then on Saturday 20th, come along to the clubrooms for a sausage sizzle, and once the light disappears, we will set off for a short run around local Christmas Lights - a good one for the grandchildren too. Please drop me a note asap if you know of any good displays in your neighbourhood.

To kick off the New Year, we will be running the usual World Famous (in our Branch) Fish and Chip Run to Kaiaua on New Years Day, organised by Martin and Lynda. Watch the Week Ahead for a new start location, as the Jolly Farmer is no more.

Thanks to all of you who have turned out to support our club events and particularly those who have organised, or given me suggestions for places of interest.

See you out there

Tracey



Christmas Lights Tour

Saturday, 20th December

with

Pre-tour Sausage Sizzle

from 6:30 pm

Tour begins 8:30 pm

SGM Notice–This Saturday

Notice of
Special General Meeting
of the
Auckland Veteran & Vintage Car Club Inc.
to be held at
39 Fairfax Avenue, Penrose, Auckland
on
Saturday, 6th December, 2025
at
2:00 pm

Agenda:

◆ *To review and vote on our Proposed Constitution*

This document has been compiled to comply with the Incorporated Societies Act 2022. This is a compulsory process. Our new Constitution is required to be filed by April next year and will take effect on the 1st June 2026, our new Financial Year.

To view and/or download your copy of the Constitution document, please follow the link in the email that brought you this Bulletin, located directly below the Notice.

The Constitution document will continue to be available to download on each email that is delivered to you as well as on our website between now and the 6th December.

Please join us.

Any enquiries in this regard, please get in touch with Jodi Tomlin
By email: secretary@avvcc.org.nz or by phone: 021 678 258.

Thank you
Jodi Tomlin
Secretary
Auckland Veteran & Vintage Car Club Inc.



Christmas Pot Luck Dinner

**Thursday, 11th December
from 7:00 pm**

Bring a Main or a Dessert to share
Participate in the Secret Santa
Pressie Swap if you wish.

A great night to celebrate together.

Clearing out your Bookcase?

The Library Team are always looking for
Books, Magazines and Brochures to add to our collection.

Book Donations

ANY vehicles pre-1980, in ANY condition will be
gratefully received.



Drop off your books any
Thursday or Saturday.



Library Notes

This month we would like to acknowledge receipt of a collection of books and magazines from John Bryant as well as another book on the life of Ettore Bugatti from Colin Chipperfield. Amongst the books from John was a copy of ***Automobile Starting, Lighting & Ignition Systems*** by Victor Wilfred Pagé, published in 1916.

The library has quite a number of books by Victor Pagé, covering all manner of automobile repairs to popular makes, as well as books on repair and maintenance of specific models such as the Ford Model T and Ford Model A. Judging by the catalogue of the *Norman W. Henley Publishing Company* he was their flagship author, listing 33 books and literally dozens of revisions and reprints.

Who was Victor W. Pagé, and what did he do?

Clearly he was a prolific technical author, and possibly one of the earliest writers to earn a living primarily as a technical communicator in the 1910s, 20s, and 30s. In addition to the numerous books on cars, trucks, airplanes, and industrial motors published with Henley, and not counting the frequent revisions and new editions of those books or the 13 large folding, technical charts he also published with Henley, Pagé wrote over 260 articles in magazines such as *Scientific American* as well as having 16 books published by the *Automobile Journal Publishing Company*. Pagé sometimes released as many as four books a year. Notably, his Henley books were not thin pamphlets but most often very hefty publications averaging over 500 pages, and more than 300 detailed illustrations. One of his most popular books, ***The Modern Gasoline Automobile*** had over 700 pages of information and more than 500 illustrations.



Exhibit of the Victor Pagé Motors Corporation in the Grand Central Palace, Auto Show Week, Jan 7 to 14, 1922.

Library Notes continued

Victor Pagé was born in 1885 in Massachusetts before his family moved to Rhode Island. When he was just 19, he became part of the Pagé Motor Vehicle Company of Providence R.I. with Arthur Pagé and J.H. McHardy. They built a car with a 10-horsepower air-cooled engine designed and patented by Victor. It sold for \$750 and a total of 25 cars were sold before the company folded. In 1910 he created and exhibited a biplane only seven years after the Wright Brothers inaugural flight. When the war broke out he joined the Army where he instructed aviation mechanics in France, attaining the rank of major. When armistice was signed he was appointed chief Aeronautical Engineering Officer of one of the largest aviation instruction centres in the world, located in France. He returned to the US at the end of 1919, to continue producing more of his highly popular books.

In 1920 he began designing a new car, again with an air-cooled 4 cylinder engine and in 1922 announced the formation of Victor Pagé Motors Corporation to produce the car which would sell for \$1,250. Sadly when he formed the company, Pagé made an arrangement with Charles Beadon to sell the stock. Unfortunately, some of Beadon's salesmen were less than honest and when dividends and profits were not forthcoming, some of the stockholders travelled to Connecticut to try and recover their money. The company collapsed and what few cars that had been produced were sold off by the liquidators. He died in 1947 having been awarded 48 patents.

The Library Team

P.S. Motoring journalist Frank Derato published Pagé's biography in 1991 **Victor W. Pagé: Automotive and Aviation Pioneer**. Unfortunately we don't have a copy and they are very difficult to find. If anyone knows where there is a copy, we would be pleased to hear from you. *(Ed. I may have that sorted for you team! ☺)*



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Veteran Section Notes

John Stokes asked me to open the clubrooms and run the meeting as he was heading up north for the weekend. I knew two regulars, Roy Sharman and Phil Henley, were in hospital and two more had gone north for the Far North Tour so I guessed numbers would be down.

John Morrison told us he had just found some replacement parts overseas for the Talbot Lago and the car was going into the panel beater next week. The Morrisons have added two more cars to the collection, so the new shed must be almost full. Barry Wade has a little issue to sort out with the radiator on the 1909 Rover, but I am sure, now that the olives are behind him he will fix the problem.

Cedric said he might store the Model T Ford at the Timber Museum at Putaruru, for a while, to give him a little more space at home. Ron Richards had recently got a warrant for his 1914 Model T Ford and said he was retiring shortly and might move to Hawkes Bay. He did have an issue with the spare wheel on the Model T Ford as he couldn't remove the Dayton wire wheel from the hub and was looking for advice.

David Oliver has sold his 1913 Model T Ford and the car is going to Cromwell. David is still looking for a buyer for the trailer. Veteran cars are still selling but the worldwide prices have fallen. I often see cars for sale overseas where the price is just too high, and they cannot move the vehicle and two or three years later the car is still on the market. Seeing the odd copy of Brass Notes from Australia, I see that, at a recent veteran run in Swan Hill in Victoria, they had one hundred and twelve entries so there's still a fair bit of interest in the veteran vehicles over there. I have noticed they organise all their events a long way from the big cities and the next major event was at Murray Bridge. The Aussies will tow a car on a trailer for 1,500 miles to an event.

Dennis Lowe had been for a new driver's licence, and someone has suggested glasses. He had planned to take the 1903 Oldsmobile for a warrant on Tuesday. Russell Vincent said he had fitted a windscreen to the 1905 Cadillac but the traffic these days was getting him down. David Goryl said he is trying to sort the starter motor on the six-cylinder Oakland.

Neil Bieleski produced a French carburettor that had come off something very early. Neil's granddad was in the motor trade in Auckland before the First World War, and he could have imported a car from France called a Brasier in 1909 which could have been sold to someone in Devonport. Neil had wondered whether the carburettor might have come off the Brasier, it certainly looked of that period. Neil is very proud of his granddad's early association with the motor trade, and Neil did go on to restore a 1926 Renault his granddad had purchased new. The car was probably purchased from Wright Stephenson who had the agency at the time. Not

Veteran Section Notes continued

too many people in the club today can say they still have a car granddad bought new a hundred years ago.

The motor car in the veteran period was very much a toy for the wealthy and for three years in Auckland we sold more Daimlers than any other vehicle and a small Daimler was six hundred and twenty pounds and the average house, at the time, could be bought for four hundred and fifty pounds, so it wasn't a past time for the ordinary man. Bus and coach travel was also expensive, so I don't think many ventured far from home.

Don Johnston turned up with a bottle of milk, that was appreciated, Shaaran Price arrived just at the right time with a key for the tea and coffee cupboard and Jodi Tomlin had left a few cakes in the fridge, so we dined in style.

Great conversation again and we need to keep doing this to keep the hobby alive. Cedric said we should be organising more events and he is probably right.

Barry Birchall



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Vintage Section Notes

Despite several apologies there was a good turnout. Before we got underway, a Kingston Oil-aerator and filter patented in 1917 and destined for display in the barn was being passed around. Obviously an aftermarket accessory, it claimed *'to remove not only Abrasives, but Water and Gas Dilution and Sulphurous Acid from motor oil --- the ONLY device that performs all of these functions'*.

Richard Green has been down to Christchurch to start the Rolls Royce after it's rebuild. It fired up instantly and ran beautifully, so they took it for a little run, still no mudguards or upholstery, so seated on apple boxes. The steering box is rather tight on left lock so a new worm and nut are on their way from the UK and will be installed before the car returns to Auckland. After the flood, water is still appearing from surprising places.

Peter Wood finished sanding down the grill on the Buick Marquette, a long, slow, fiddly job so he decided to paint it before it rusted again. He mixed the two-pot paint, but was called away briefly. The paint was showing signs of going off by the time he got back, but not to waste good paint, he hurriedly sprayed it on anyway. The resulting finish was terrible, so now to sand it all down again!

Ian Christie is about to VIN his very long-term retirement project, the restoration of his 1931 Austin 7 which he acquired as a rolling chassis. It lost momentum, but is now back on track. Photos show an immaculate little car, so we look forward to seeing it on the road.

John Stokes took his Buick on the Far North Tour, which had 35 entries, mostly post-war cars these days. On the way home the car developed a nasty vibration, but he carried on and made it home. He is yet to investigate the problem.

John Morrison's Talbot Largo has had the frontal damage repaired, so after painting and a radiator flush the car should be ready for the Vero.

Also working toward the Vero Rally are Alan and Shaaran Price with their Vauxhall. Another victim of the floods it has suffered countless problems and is still giving them grief, but hopefully the end is in sight.

John Towers is working on the seat of his Chevy truck. He is re-constructing it in the traditional way, so all the springs and upholstery materials being used and method of construction are as close to the original as possible. He is just awaiting the arrival of some edging wire.

Neil Bieleski is helping a fellow club member repair a damaged tie rod end off a 1950s Renault (it would be the left hand thread end of course). Useful suggestions were made for getting it apart without doing further damage.

To get a WOF, Wayne Roberts needs to work on the brakes of the 1924 Velle. An early example of hydraulic systems, the car has contracting brake bands around the outside of the drums on all four wheels, and a Carden shaft hand brake, very advanced for it's time

All the best for the Christmas Season.

Murray & Penny

Motorcycle Section Notes

By the time we got to the clubrooms Jeremy had opened and, hot on our heels, was our guest speakers Graham Viall and Jake Garner. They unloaded their two motorcycles and brought them into the clubrooms for display.

Bikes parked outside were John Poole's Norton Commando, Gary Mitchell had ridden his recently acquired Norton Commando down from Orewa, Warwick Darrow came on his Moto Guzzi, Merv Bullard rode his 1960's Triumph Trophy, Gavin Welch rode his 1970's Bonneville from the North Shore, and local man Norm Pollitt came on his modern Triumph 1200.

Then in through the gates came honorary life member Norman Dewhurst with his grandson Ryan Winterbottom. Ryan was the navigator in the sidecar of Mike O'Kane's BSA when they won the recent Hunua Spring Tour.

Member John Comer who normally rides a BMW, Triumph or Ducati came on his electric bicycle.

The meeting started at 2.30pm, with around 50 members seated. Martin told a joke to get us going, this one did get us laughing.

We had one visitor Richard Hudson, who was a branch member back in the 1960's-80's.

We welcomed back long time member and ex racer of motocross, road, speedway solo and sidecar and midgets 'Dave Tomkins' and as Barry Crump would have said to him **'Good on you Mate'**. Dave always says "it's the P ** s that keeps me going". Keep taking it then Dave!.

REPORTS

Trevor Hackett told us about the recent annual Vincent Owners Rally. He and son, Rick, rode their Vincent Rapides from Auckland. They rode the East Cape route, he said that the roads are in a poor state, and the only accommodation was at Hicks Bay, and this was very basic, its mainly only used by the road workers. They met up with the Vincent group in Gisborne, where there were 14 on the rally. They rode to Napier and then onto Whanganui and their last night was in Pio Pio. By the time they got back home they had ridden 1300 miles.

Jeremy Lambert told us that he had received 54 entries for the Annual Rally with every thing well in hand for next week's rally.

GENERAL BUSINESS

Richard Hudson is restoring a 1920's Indian Scout and asked the members for information on what preparation and paint he needs to paint the Indian crankcases red, a number of members spoke to him at the end of the meeting about this.

Motorcycle Section Notes continued

Member Terry Doherty told us about the passing of his brother Sid. Sid was one of the founding members of the NZ Classic Motorcycle Racing Register back in 1980.

Ron Gill told us about a number of BSA parts that he has made for sale for Gold Star models, chromed top fork nuts, front wheel axles, front wheel bearing rings, clutch and brake cable adjusters and more, look out for an email telling you more in the future.

Lynda reminded us that on the 6th December at 2pm, we will be having a Special General Meeting to review and vote on our proposed branch constitution, please come along and exercise your right to vote.

COMING UP

Martin told us about the November 29th club afternoon speaker, James Duncan, he is the MOTAT's Tram projects manager. James came a few months ago and told us about the Auckland trams beginnings, he took us up to 1927 in his 90 min talk, everyone who heard the talk said It was one of the most entertaining they had heard for a long time. One important fact was that there was no electricity in NZ until the tram company brought in generators from the USA. Martin then emphasised to the group that these meetings are for all members of our branch, motorcyclists included. Martin spends a lot of his time looking for entertaining guest speakers for your benefit, and from a branch that has over 600 members its quite embarrassing for him when he has to apologise to these speakers for a very small turnout, around 15 to 20 members, **so come on you guys** make an effort and come along to these club afternoon meetings.

Motorcycle run Dec 13th we will visit one of NZ's top entrepreneurs, Bill Buckley, at his Mt Wellington factory. Come and see Bill's bike collection as well as learning about Bill's world leading machines that are sold all over the world and cost in the tens of millions each.

Motorcycle meeting Dec 20th We are very lucky to have as our guest speaker Peter Lodge. Peter was one of NZ's top car drag racers back in the 1970's-80's. He then turned to classic bike racing. Over many years Peter developed his 1960 Norton ES2, when he stopped riding it he let a number of young riders race it on the race tracks of NZ and Australia, and also in the UK. It's now the fastest racing push rod classic racer in the world. This year the bike, with Irish rider Mike Browne, won the Isle of Man Manx Senior race, with a fastest lap of 110mph, so you don't want to miss this last meeting of the year.

GUEST SPEAKERS—GRAHAM VIAL & JAKE GARNER

First Jake talked to us about his race bike that is based on a 1972 Honda 305cc CB77, the bike was built by Stefan DeLacy and his father, the engine has been tuned

Motorcycle Section Notes continued

to give a lot more power, the front and rear suspension was upgraded. The bike mirrors what the works racing Honda's were like in the 1960's. Jake recently raced the bike at the Classic Taupo meeting where he got a 2nd and two 3^{rds}, Jake has also raced Graham's 1960 250cc Aermacchi. He was also very fortunate that Dave Morley let him race his stunning 500 Manx Norton, one of the best in Australasia.

Graham then took the floor, he told us the history of his 1972 BSA Rocket 3, that he bought 12 years ago in Christchurch. The bike was complete but in a very sad condition.

The restoration took a few years, the engine has a Neil Beedling 850cc conversion, he sourced a number of after market parts, new carbs, forks and twin disk brakes. Its frame is painted grey, and the blue colour was chosen, as Graham liked it.

Graham told us a story about why the last of the BSA frames were painted grey instead of black, at the time BSA was in debt to the UK government and couldn't afford to buy the paint, so the government offered BSA some surplus Royal Navy Battleship grey paint.

The engine runs well, but Graham hasn't ridden it yet.

Martin then asked Graham to tell us his thoughts on the recent NZ Motorcycle Show.

The show was a lot smaller than last year due to all the Japanese motorcycle dealers not turning up. The public attendance was only around four to five thousand, it seemed much more to those of us who were there over the weekend.

But the show still made a profit of \$40,000 that the Papakura Rotary Club will pass onto their various charities. Graham spoke to the people that run the show grounds, they said that this year only three shows have made a profit, they were the motorcycle show, the Armageddon Expo, and the Food Show.

At this year's show there was a fantastic collection of expensive motorcycles, number one was the Britten race bike, but the 2nd was a British bike called a "Crighton".

Brian Crighton worked at Norton from 1984 to 1992, Norton were making a Rotary 85 bhp road bike called the Commander, this was made for the Police for traffic duties, it could do 125 mph. They were made from 1988 to 1992.

Brian thought that they had the makings of a good race bike, so he was allowed to start work on some damaged ex police bikes, the outcome was a lightweight and very fast but fragile racer now producing 140 bhp. The bikes won a lot of races in the UK, the highlight was the 1992 IOM TT which was won by Steve Hislop on the Rotary Norton.

Motorcycle Section Notes continued

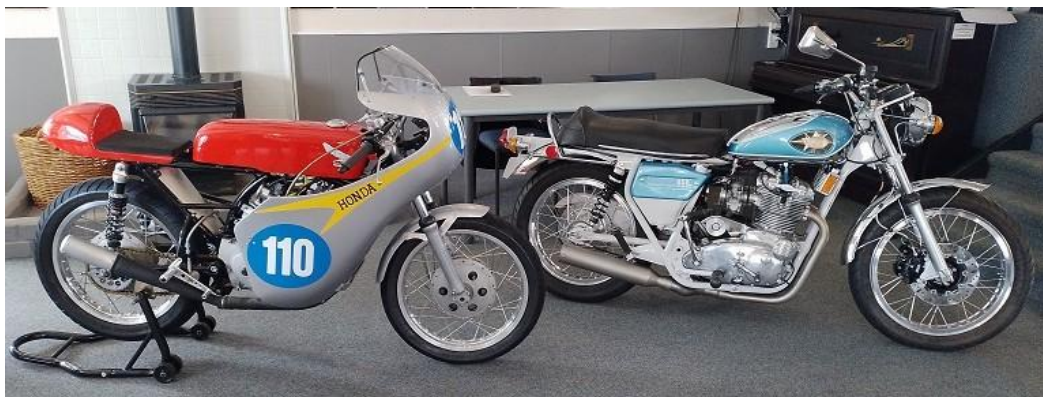
Brian is now making the ultimate Rotary powered track bike the CR700W, the engine now produces 220 bhp with speeds over 200 mph. He has made 25 of these and they sell for around \$500.000 NZ. The bike on display at the show was bought by Kiwi Mark Darrah.

With Graham's help we will see if we can get Mark to bring the CR700W to one of our bike meetings next year.

Martin thanked Graham and Jake for coming to show and tell us about their bikes.

Graham and Jake then took their bikes outside to load them up in the van, but then Graham started up the BSA Rocket 3 for us, with its 3 into 1 exhaust it sounded just great.

Martin Spicer and Jack Clark



Focus on the Coast to Coast Run

by Ryan Winterbottom

We left home heading for Taupo on Wednesday and stayed the night at Uncle Andrew's house in Taupo. The next day, Thursday, we set off for Taihape, had lunch at Brown Sugar Café, and then headed for Wellington. We checked into the motel, then went to Kate's Place for dinner. Friday, we were on the InterIslander sailing in the morning, then Picton to Blenheim, where we went to Brayshaw Park for a Meet and Greet to collect our rally packs and fill up our bottles with Pacific seawater.

Saturday morning, we were back at Brayshaw Park to start the day with the Briefing at 8 am. On the road, we went over Taylor's Pass, and the Molesworth to Hamner Springs, where we went to the Pools. I met someone who has a daughter in the Special Olympics team in Rangiora and is coaching the swim team at the National Summer Games in Christchurch. Back at the motel, we had a Fish and Chip Dinner.

Sunday morning, we returned to the Pools to get hot drinks to kick-start the day and attend the Briefing at 8 am, then we went over the Rainbow Road to St Arnaud, stopped for ice creams and then over the Braeburn Track to Murchison. We stayed in a house called Tui, had drinks and chips before getting ready for dinner at the Murchison Sport and Recreation Centre.

Monday morning, we were back at the Murchison Sport and Recreation Centre to hear the Briefing at 8 am. First, we travelled to Reefton for lunch, then over the Ahaura Valley Saddle to Hokitika. We checked into the motel, then went to the beach to tip our Pacific seawater into the Tasman Sea. We had dinner at the Beachfront Hotel to complete the 3-day tour.

Tuesday morning, we checked out of the motel and did the Treetops Walk, then had lunch at the Batch Café in Hokitika. We headed back to Reefton, via the Lewis Pass, then onto Murchison for another ice cream, back through St Arnaud, stopping for coffee, then ended the day back in Blenheim at the Cherylea motel, where we had burgers for dinner.

Wednesday morning, we went back to Brayshaw Park to look at the Spare Parts Shed and joined in with the Marlborough Branch Meeting for coffee and biscuits. We left Brayshaw Park, picked up the vanguard and headed to Spring Creek. We headed to Picton and took Andrew Long's boat out into the Marlborough Sounds. We visited a house in Double Cove where we had burgers for dinner then returned to Picton.

Thursday morning, we went to Toastie Lords for a very good breakfast, then it was time to check in for our ferry crossing. Once we arrived back in Wellington, we took the Vanguard to Karori Auto Services for repairs. Once complete we took it to Kate's place to be stored. Time to head north, we stopped at McDonalds in Taihape for dinner and continued heading north for home. We arrived home at 1am.

On Saturday we're going to the Auckland Branch Motorcycle Meeting. The end of a great week.

Ryan

Mid-week Tourers' Report

October Run—Visit to the Morrison's Collection

We had a good turn out of 12 cars for our October visit to John and Roger Morrison's collection of cars. The weather on the day looked very changeable but fortunately it turned out fine for our run. Notably present were Chris Wood and Richard Green in Chris's 1924 Austin 20 and with the way the weather was the hood was down, Neil Beckenham joined us in his Ford Galaxy, and Robert Page came down from the Wellsford Branch. Interestingly the turnout was 10 club eligible cars, our car and one other modern. Thanks Lads and Ladies.

Our run took us out through Massey and Taupaki towards Bethell's through the Scenic Drive and back towards Te Atatu. Finally ending at our destination in Henderson where we were greeted by John and Roger.

John gave us a rundown on many of the cars. Their collection consists of approx 6-7 veterans, a similar number of both vintage and post vintage vehicles. Also on show was John's latest addition a 2001 Chrysler Prowler, specially purchased for our visit (believe that and you will believe anything!). Groups formed, discussions were held, food was eaten and a good time was had by all. Thanks to John and Roger for hosting us.

Neil & Jo

Right: The beautiful Lago Talbot.

Below Left: The little Humberette.

Below Right: The new Chrysler Prowler



Mid-week Tourers' Report continued

November Run–Wenderholm Picnic

With beautiful blue skies setting the scene for a wonderful day ahead. Our 11 cars set off on a 70km course plotted through beautiful scenery passing Paremoremo prison where one group of members were greeted by a heard of cows. We then wound our way through Dairy Flat and out toward the back roads



of Wainui, before passing through the outskirts of Orewa and on to our destination. We were met by Trevor Farr who had come direct to Wenderholm, as did Russell and Jocelyn Mc Alpine, who joined us from their home in Warkworth.

Gradually as cars arrived, people gathered into a nice big group, and proceeded to have picnic lunches while discussions and chat was engaged. We were favoured with a full tide on a warm sunny day. Strangely there were no seagulls but a family of ducks made their presence known to all around and a lone Pukeko kept its distance.

At about two clock we slowly started to dis-band and face the building afternoon traffic as we headed home. A lovely day out was had by all who came with many loving the back roads and being able to explore roads they've hadn't been on before Thank you you everyone who came along for the day.



Neil & Jo

**JOIN US NEXT YEAR FOR OUR MAIDEN TRIP OF 2026 TO THE
AWHITU WIND FARM IT'LL BLOW YOU AWAY**

2025 Auckland Motorcycle Rally

As Rory King was the first Auckland branch member in 2024, he took on the challenge of plotting this year's rally. With the past 15 rallies plotted in South Auckland and North Waikato, it was great that Rory, who lives on the North Shore, took us north of the Bridge.

Rory approached the VCC North Shore Branch, they were happy to have our rally based at their club rooms. Then Rory spoke to the VCC Wellford/Warkworth Branch about being our lunch stop, they too were happy to provide their clubrooms and a beautiful lunch for us. Then to top it all off, Rory arranged to have a visit to Mike Ensor's magnificent motorcycle collection after lunch. Rory certainly struck the trifecta of great locations, that is for real.

The rally event kicked off on Friday evening with a BBQ at the Auckland clubrooms, provided by Jodi.

The weather forecast was for a warm sunny day. The North Shore club car park was crowded with cars, trailers and motorcycles, with the rallyists catching up with each other.

We had a varied collection of motorcycles. Here are the marques present: Ambassador 1, Ariel 1, AJS 2, BSA 10, BMW 6, Can-Am 1, Ducati 1, Honda 3, Harley-Davidson 5, Indian 2, Matchless 2, Moto Guzzi 1, Norton 3, Panther 1, Royal Enfield 2, Triumph 6, Velocette 3, Vincent 1, Yamaha 1.

At 9.30am I welcomed every one and wished them a safe ride, Rory then gave the rally briefing.

The first few bikes away were the oldies (bikes that is!), Paul & Mark Tomlin on the H-D, Martyn Seay on his immaculate 1927 Indian Scout and sidecar, with the rest of the pack leaving at 30 second intervals thereafter.

We left Albany and passed through the old township, we then wound our way over to Riverhead village, then took the Old North Road northwards, rode past the famous Alan Gibb farm, with its giant sculptures, then onto the very long and winding Peak road. We passed the Helensville Golf Club, at the end of this road we came across the timing check, manned by Don Green. We then turned onto SH16, passing through Kaukapakapa. When riding, you do see more of the countryside, you get to can smell the blossoms and grass etc. You see a variety of animals in the fields. We were now on the Kaipara Coast Highway where we had great views of the very large Kaipara Harbour. We then took the West Coast road which took us into Warkworth, onto SH1, and then onto Satellite road, taking us up to the large satellite dish, and cluster of smaller satellite dishes. By this time we had travelled 61 miles.

2025 Auckland Motorcycle Rally continued

The Wellsford/Warkworth Branch have their clubrooms at the Satellite Station. We had an excellent lunch, with time to chat about the ride and take photos. There was one motorcycle parked outside the club rooms that was of great interest, it was Ken Campbell's home built V8 Indian, what a great piece of New Zealand engineering.

We then headed South on SH1, passing through Waiwera and Orewa, and then on the outskirts of Albany we arrived at Mike Ensor's home. Mike has a lovely home in the hills with bush views, he built a very large barn and garages to house his extensive collection of motorcycles, that range from very early 1900's veterans up to the 1990's, with 3 versions of the 1978 TT winning Mike Hailwood Ducati's, Mike also races classic bikes, such as AJS, Norton, Triton, Triumph Trident and more. Everyone was amazed by the size of the collection, which went from original unrestored through to concourse bikes.

The walls were covered with giant pictures, some of the late Len Perry on his race bikes. There were large model aircraft hanging from the ceilings, a couple of vintage radial engines that one day might run again. On the main ceiling there was a very large 3 bladed propeller from a Constellation airliner which is now a light and fan. Everywhere you look there is automotive memorabilia. There was a lot of rare motorcycles on display such as - Vincent, 3 Brough-Superiors (one was super charged), these were last owned by Auckland member Chris North. There was an immaculate 1937 Zundapp 800cc flat 4, Veteran shaft drive inline 4 FN, a Joyce veteran that was built in Christchurch (the only one) and there were so many more bikes to look at from A to Z.

Also in the building was a British racing green MK 2 Jaguar that Mike races when he has the time, next to the Jag was a replica of a 1927 Bugatti that's reportedly fun to drive. Parked in the driveway was a 1950's Dodge Custom Royal, and in another garage was a 1950's Jaguar XK150 being restored. In the top garage were more race bikes, but also there was a cockpit of a 1950's Vampire Jet fighter ex NZ Air Force, the rest of it is around the property, it will be restored as a static display but with a working engine.

Mike then told us that his son, Conner, had found the plane listed for sale. When he saw the tail number on it, he checked an old photo of his grandfather in his Vampire fighter that he flew in the NZ Air Force in the 1950's, and guess what, this was his grandfather's plane. Conner was the youngest rider on the rally (23) and it was his first ever rally, he rode a 1959 Velocette that has recently been restored.

We thanked Mike for letting us see and drool over his brilliant collection.

Jodi, in the meanwhile was at the clubrooms setting the tables for dinner, putting the trophies out ready for the prizegiving and was running the bar along with get-

2025 Auckland Motorcycle Rally continued

ting the kitchen ready for the Spit Roast dinner to arrive. When I got to the clubrooms I set up the donated prizes ready for the prizegiving.

We are very lucky with our rally sponsors, thanks to Peter Alderdice, who every year invites donated prizes from wonderful sponsors. Thanks must go to these companies—Castrol Oil, CRC Ados, Selleys and Aegis Oils. I have also asked these Motorcycle dealers for prizes over many years and they have regularly been very good to us, they are—Auckland Harley-Davidson, Motomail, Drury Motorcycles, and British Motorcycle Parts. Please support these companies if you can, as without them, our rallies wouldn't be as good as they are.

Entrants started to arrive at 5.30pm. The dinner was served at 7pm. This was followed by the rally results and prizegiving. I thanked Rory for plotting this great rally, and Jeremy our Rally Secretary, Don our timing marshal, Russell and Jocelyn McAlpine marshalling at Warkworth and Peter for gathering the rally prizes.

Jeremy and I then proceeded with the prizegiving.

Martin Spicer



Left: Martin with Rory King—Rally Plotter and Jeremy—our Rally Secretary.

Below: Overall Winner Peter Alderdice



2025 Auckland Motorcycle Rally Results

Vintage:	1 st Peter Alderdice	1924 Harley-Davidson
	2 nd Gary Mitchell	1928 Triumph
Post Vintage:	1 st Robert Simpson	1941 Indian
	2 nd Ludwig Eilers	1938 BSA
	3 rd Dave Williams	1937 Harley-Davidson
PWV:	1 st John Shennan	1956 BSA
	2 nd David Oliver	1952 BSA
	3 rd Warwick Darrow	1956 Velocette
P60:	1 st Jon Pearson	1964 Harley-Davidson
	2 nd John Comer	1974 BMW
	3 rd Robert Young	1961 BSA
P80:	1 st Andrew Peers	1989 BMW
	2 nd Adrian Collins	1986 BMW
	3 rd Michael Watts	1987 Honda
Sidecar:	1 st Paul Tomlin	1925 Harley-Davidson
	2 nd Mike O'Kane	1952 BSA Golden Flash
	3 rd Tony Kay	1981 Triumph
1 st American:	Peter Alderdice	1924 H-D
1 st Velocette:	Warwick Darrow	1956 Velocette
Oldest Rider:	Marshall Corazza	2021 Can-Am Spyder
Youngest rider:	Conner Ensor	1959 Velocette
1 st lady rider:	JoAnn Termaat	1970 Honda 175
1 st pillion:	Robyn Muir	1956 Velocette
Hard Luck:	Kelvin Mitchell	1958 Ariel SQ4
	& Ian Hubbard	1931 BSA 250
Furthest travelled:	Peter Simpson	Wellington
Furthest ridden:	Gary Mitchell	1928 Triumph
Riders choice:	Ludwig Eilers	1938 BSA
First entry rec'd:	Peter Alderdice	

Overall winner: Peter Alderdice 1924 H-D



2025 Auckland Motorcycle Rally Prizegiving Recipients



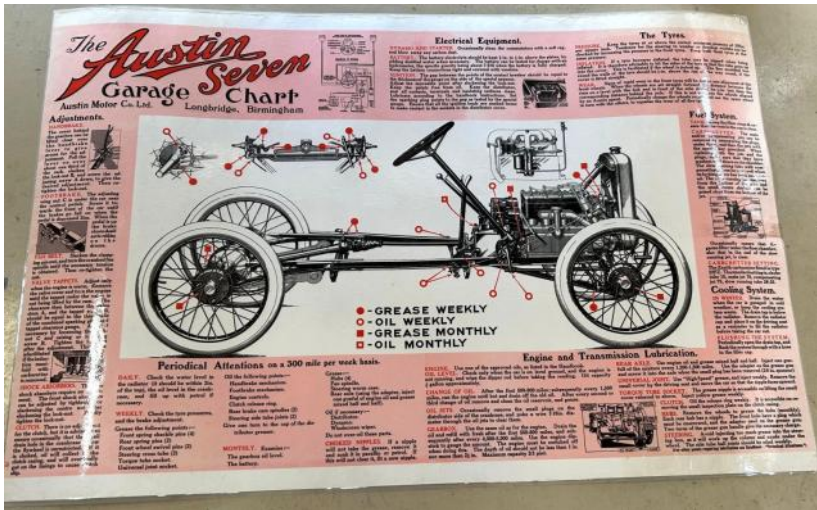
2025 Auckland Motorcycle Rally Prizegiving Recipients



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Currently available in Spares right now:

1. Austin Seven laminated Garage Chart in as new condition for just \$35.



2. A couple of marine, or stationary engine "Wizzard" Magnets manufactured by Hercules Electric Co in Indianapolis.



These mags are currently advertised for sale in NZ for an average asking price of over \$300. Both are complete with one being very clean & tidy for just \$50, while the other could well do with a clean up for \$25.

Should you might want to put them to work, we have a machine to remagnetise the magnets.

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?

Jeremy Hawkins

Kaukapakapa
Nil at present

Arthur & Heather Atkins

Kohimarama
1929 DeSoto Six Model K

Mark Erskine

Favona
1927 Erskine 50-E

Alan Smith

Glen Eden
1957 Triumph Tessy Super

Dave Coyle

Tairua
1938 Ford Standard

Richard Halpin & Ally Lyons

Ranui
1961 Hillman Minx

Richard Hudson

Awhitu
1929 Austin Seven
1929 Morgan Aero
1925 Indian Scout

Pete Riches

Browns Bay
1971 Suzuki T125 II Stinger
1970 Suzuki T350 Rebel
1973 Suzuki GT350
1974 Suzuki TS185L Sierra
1972 Vespa 150 Super
1984 Yamaha RZ350L



Marshals Required

for

53rd Veteran Run

Saturday 14th February 2026

If you can help...

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or Phone - H: 09 236 4582 or M: 0272 772 108

Your Committee & Officers

Chairman

Shaaran Price (Alan) Email: chairman@avvcc.org.nz H: 09 833 8575
M: 0204 195 2476

Vice Chairman/Continuous Membership Awards Steward

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

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

Jodi Tomlin (Paul) Secretary Email: secretary@avvcc.org.nz M: 021 678 258
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Treasurer

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Club Captain / Trophy Steward

Tracey Winterbottom (Stephen) Email: clubcaptain@avvcc.org.nz H: 09 232 0246
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Lynda Spicer (Martin) **Social Convenor** H: 09 233 6382
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Rory King (Louann) **Building Maintenance** H: 09 579 6891
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Neil Stott (Christine) **Spares Liaison** M: 0274 949 059
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Spares Team Leader

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Alan Price
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Beaded Wheels Scribes

John Stokes
Jocelyn McAlpine
Peter Wood

Veteran Section Rep

John Stokes
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M: 0272 772 108

Vintage Section Rep

Murray Firth (Penny)
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Insurance

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

Clubrooms

Street & Postal Address: 39 Fairfax Avenue, Penrose, Auckland 1061
Club Afternoon: 4th Saturday of the month 2:30-4:30 pm
Clubrooms Open: 2nd & 4th Thursday 7:30-10:00 pm, Every Saturday 4:30-6:30 pm

Branch Honorary Life Members:

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Norm Dewhurst QSM
Russel McAlpine

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