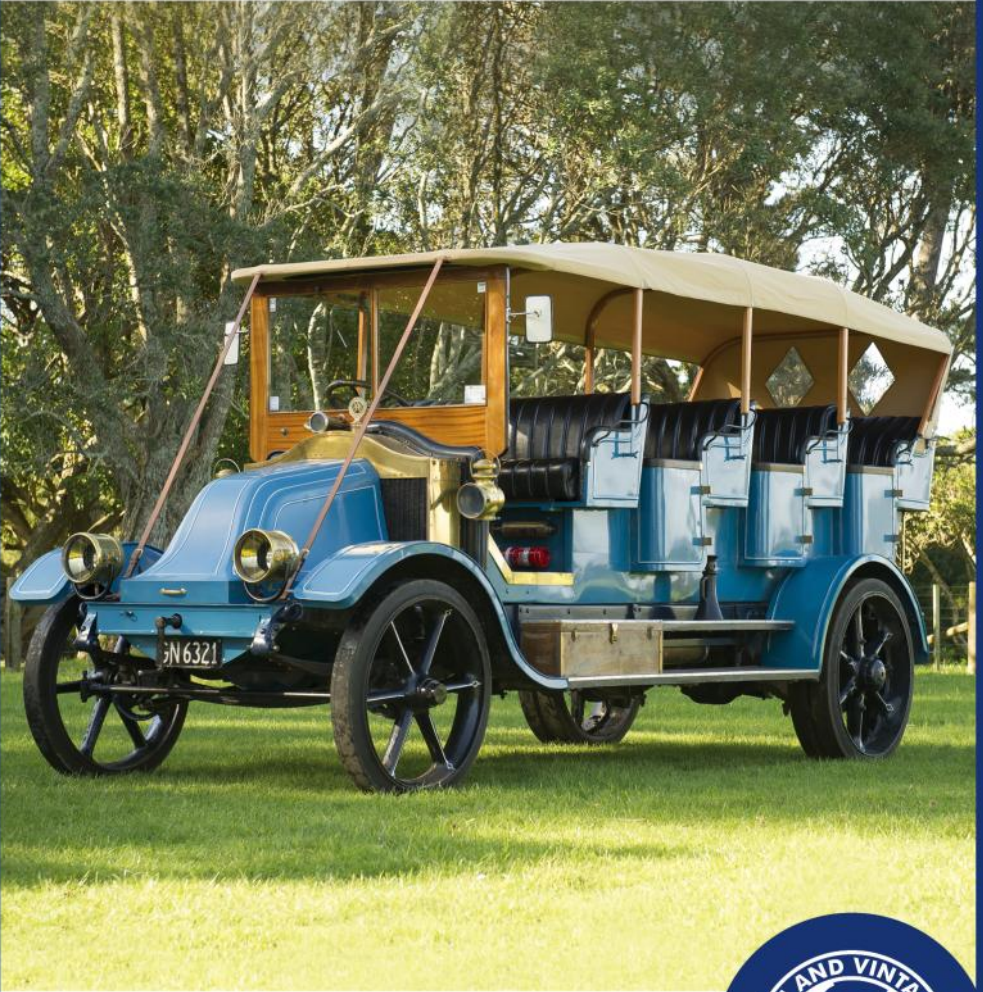




AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

July 2025



vero



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

At Vero we've been supporting the Vintage Car Club for almost 40 years, so we know a thing or two hundred about vintage, veteran and classic cars.

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August Bulletin submissions closing date: **Friday, 25th July**

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.

Coming Events

All events are held at our clubrooms unless otherwise specified.

JULY

5	Sat	Veteran Meeting	2:30 pm
6	Sun	Motorcycle Run—starts Clubrooms (in the Barn)	10:00 am
10	Thur	Noggin & Natter—Dinner offered see Week Ahead & Bulletin Emails	7:30 pm
12	Sat	Vintage Meeting	2:30 pm
13	Sun	Rotorua Swap Meet	7:00 am–2:00 pm
19	Sat	Motorcycle Meeting	2:30 pm
24	Thur	Noggin & Natter	7:30 pm
26	Sat	Club Afternoon —guest speaker from McAlister Radio Repairs*.	2:30 pm
27	Sun	Club Run —starts Carpark next to Jolly Farmer, Great South Rd, Drury Going to Ngatea Water Gardens, BYO Lunch	starting 10:30 am
29	Tue	Committee Meeting	7:30 pm
30	Wed	Charabanc Maintenance Night	8:00 pm

AUGUST

2	Sat	Veteran Meeting	2:30 pm
9	Sat	Vintage Meeting	2:30 pm
14	Thur	Noggin & Natter	7:30 pm
16	Sat	Motorcycle Meeting	2:30 pm
23	Sat	Flares & Flowers 60s Theme Social Evening	7:30 pm
24	Sun	VCC of NZ National Daffodil Rally —Vehicle Display Day at FGS Buddhist Temple, Stancombe Rd, Flat Bush	assemble 8:00–8:30 am
26	Tue	Committee Meeting	7:30 pm
27	Wed	Charabanc Maintenance Night	8:00 pm
28	Thur	Noggin & Natter	7:30 pm
30	Sat	Club Afternoon	2:30 pm
30	Sat	Sulphur City Rally—Rotorua	
31	Sun	Motorcycle Run—details TBA	

SEPTEMBER

6	Sat	Veteran Meeting	2:30 pm
11	Thur	Noggin & Natter	7:30 pm
13	Sat	Vintage & Motorcycle Meeting	2:30 pm
14	Sun	Ladies Run	
19-21		Rubber Duckie Motorcycle Rally—Taranaki	
23	Tue	Committee Meeting	7:30 pm
24	Wed	Charabanc Maintenance Night	8:00 pm
25	Thur	Noggin & Natter	7:30 pm

* The July guest speaker at our Club Afternoon will be Craig McAlister, he specialises in refitting classic car's original radios with FM, Bluetooth and Aux, whilst keeping the original radio. Visit his website to see more: [McAlister Radio Repairs](#)

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

With the AGM behind us it's time for a fresh start to the year that follows. Your incoming committee and non-committee members remain the same as last year. We look forward to a year of safe, enjoyable motoring and social events.



Alan and I have just returned home after attending the Annual Experts Rally. Along with a good number of our regular attendees, members from North Shore V.C.C. and some of our new members enjoyed a great day's motoring. Thank you, Colin, Pam and your helpers.

Very shortly, you will be receiving voting papers from National Office regarding the proposed new Constitution which includes changes to the Management of the Club, plus bringing the Club in line with Incorporated Society requirements. Norman Dewhurst has written more on this, later in this Bulletin. As he suggests, *please exercise your right to vote.*

Over the next few months, we, the Auckland Branch, will be working on our own Constitution which requires some adjustments to bring us in line with the new Act. Keep a lookout for the date of a Special General Meeting we are required to hold to discuss and pass this document.

On a lighter note - The VCC National Day for fundraising for the Cancer Society is set for 24th August. As we did last year, Auckland Branch, have chosen to work with the FGS Buddhist Temple, Stancombe Rd, Flatbush as our event venue. This year, the event is being backed by the Ford New Zealand, with a number of other Car Clubs expressing interest in joining us for the display. It also happens to be an important day on the Buddhist Calendar, so there will be lots of people around. It promises to be a great day out. We raised \$6,500.00 last year. Let's aim for \$10,000.00 this time.

A fun night, with a 60's theme, is scheduled for 23rd August. See pg 17 for details.

Seats are available on the Charabanc to attend the International Rally in Nelson next March. The Charabanc will be transported by truck to Nelson. So, you will have to make your own way there and return. Please email me (chairman@avvcc.org.nz) or phone (09 833 8575 or 020 4195 2476) if you are interested. The final day to secure seats is Thursday 31st July 2025. This will be great fun.

Happy restoring and safe, enjoyable motoring.
Shaaran.

Our VCC Daffodil Rally Event

*Daffodil Rally
for Cancer*
Sunday 24 August 2025
"Driving our History"



Auckland Veteran & Vintage Car Club Inc.

in association with the

Fo Guang Shan Buddhist Temple NZ

Look forward to welcoming you to our Annual Vehicle Display
An event to support the Cancer Society.

16 Stancombe Road, Flat Bush, Auckland

Sunday, 24th August 2025

Open to Public: 10:00 am to 2:00 pm

Display vehicles to arrive 8:00-8:30 am



Gratefully supported by:



Club Captain's Log

It was great to see the turn out on Sunday for our Annual Experts Rally. A big thank you to Colin and Pam Bell for plotting a great run. I was really happy to see everyone arriving at the end smiling, with really positive comments.

Newer member Bruce, was very humorous, at the lunch table, recounting his feelings as he navigated through his first Experts Rally. His words resonated with all at the table.

Most entrants stayed on for lunch at a local cafe which allowed for socializing around a couple of big tables.

The format was a rally set following the National Rules, it was well supported and everyone had fun, and as always, on a well plotted route, you didn't even know you had taken the incorrect path! As a committee, we are aligned around the importance of keeping competitive rallying alive in some events. Results to follow.

This month's club run will be a run to the Ngatea Water Gardens, starting from the Public Carpark next to the Jolly Farmer (the carpark with the toilets in it) at 10.30am. Stephen and I are out of town on another club event, so Ryan and his grandfather will be starting you off. Bring your own lunch, or alternatively there are a couple of cafes and a subway in Ngatea to buy some lunch from.

August is Daffodil month, there will be plenty more to come on this, but please start preparing to be at the Temple on the 24th and get your gear on for our 60's night the evening prior. This national day is growing every year and is a great way to showcase what our Club is all about along with raising much needed funds for a cause that has touched most of us at some point in our lives.

We'll also be looking to inject some more activity into some of our Thursday nights, see the Letter's to the Editor later in this Bulletin and let us know your thoughts!!

Have a fun month attending club activities.

Tracey

Daffodil Display Volunteers

We need assistance with parking vehicles and other duties at the Temple on the morning of August 24th. Can you help us?

If so, please email editor@avvcc.org.nz



Library Book Review

Earlier this year we acknowledged a collection of Motor Racing books received through the generosity of the Waitemata Branch. Amongst these was a softcover 50-page booklet "A Tribute to George Begg - The Man and his Cars" compiled by well-known motoring journalist Michael Clark.

This is an interesting compilation of George's achievements in what became known as "The Toy Shop" in the small southland town of Drummond during the 1960's & '70s.

Born into a farming family in April 1930 at Warepa, South Otago, George decided to take up engineering, qualifying from Southland Technical College and serving an apprenticeship at J & AP Scott Ltd. in Dunedin. In 1948 he purchased a 1938 Royal Enfield 500 motorcycle and began competing in various grass track events and hillclimbs.

Later in 1955 with friend Bob Cook, he travelled to the United Kingdom to compete in races including at the legendary Isle of Man. George obtained a brand new AJS 7R which he raced around the UK over the next 18 months including two attempts at the Isle of Man, contesting both Senior and Junior TTs. George achieved 22nd place out of 80 starters. Sadly, Bob was fatally injured at another race meeting and after witnessing another fatal accident, George eventually returned home with his new wife Freda in 1957, and set up his own agricultural manufacturing company GN Begg Engineering Ltd.

In 1964 he built his first car - the Begg 650 powered by a 650cc BSA motorcycle engine. Local driver Barry Keen drove the car in various local events and soon a second more powerful car was built utilising a 1600cc Hillman engine and driven by a local doctor Dave Bruton. After a decision to go "big" a new sports car was built incorporating a V8 Chevrolet engine which was driven to third place outright in the 1967 New Zealand Sports Car Championship by Barry Keen.

With his machinery business going well and a growing experience designing and building racing cars, George spoke to Bruce McLaren at a Teretonga meeting about work opportunities and suddenly the family relocated to the UK in 1968 to work for McLaren Racing. Nine months later he returned having gained considerable knowledge about racing car construction as well as a container full of parts.

The next car to be produced was a sports car, completed in January 1969 which utilised the then new monocoque technology and driven briefly by Keen but soon sold to fund another more serious project. Utilising parts he brought back from the UK, a new sports car was created based on McLaren Can Am designs and was appropriately named the McBegg. The car was driven throughout 1969 in various races by Barry Keen, Laurence Brownlie and former speedway motorcycle star Geoff Mardon. As the world entered the 1970s a new single seater class Formula 5000 was established in Europe and Formula A in the USA, Australia and New Zealand but the rules and engineering were identical and formed the new-look Tasman Series, providing George with the opportunity to experiment further.

A major advancement in design saw the construction of the immaculate and relatively high-tech Begg FM4 with upcoming star David Oxton at the wheel. The car was hugely successful in winning the 1972 and 1973 Gold Star Championships sporting the Winfield Racing Team colours. More notable was third place outright in the Teretonga International Tasman Series

race. However, the Begg team were to produce another design which was literally state-of-the-art racing car construction - the Begg FM5. Oxton again drove the car to capture a third Gold Star Championship in 1974 a superb third place at the New Zealand Grand Prix followed by two more top five placings in Tasman Series races.

A campaign racing in British Formula 5000 also impressed with two fifth placings against works competition including McLaren, Lola and Surtees teams.

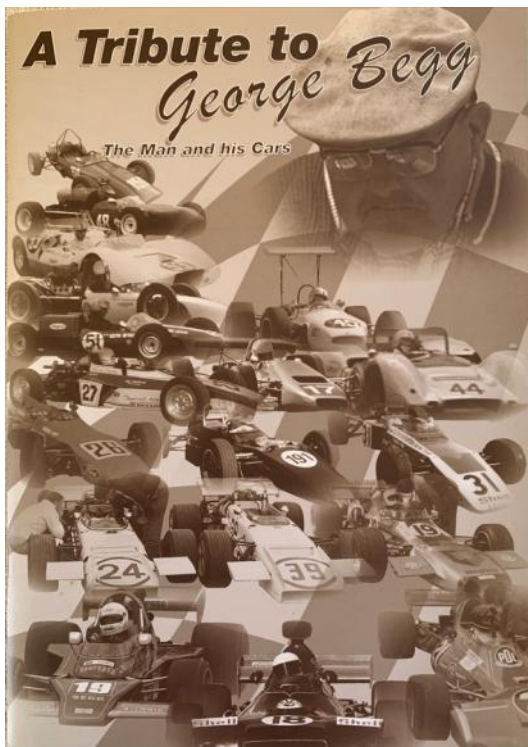
In the early 1970s, George formed an association with Aucklander Jim Murdoch who had returned from the UK where he worked for both the Lotus and McLaren teams and contested the British Formula Atlantic Championship with some success. The duo formed a formidable team with George designing and Jim building then driving. Their first campaign was constructing a modern Formula Ford called the Begg JM1 in 1973 in which Jim took out several race wins and second overall 1974 New Zealand Formula Ford Championship.

The next project was a huge step forward as the duo then designed and constructed a Begg 018 Formula 5000 car (although it was classified as Formula A at the time) which proved immensely competitive in both the Tasman and local Gold Star Championships. Jim scored third place outright in the 1975 Gold Star Championship and second overall in 1976. He also finished third overall in the 1976 International Championship against top overseas talent which included a magnificent second place in the 1976 New Zealand Grand Prix.

Following the success of the Begg 018, George Begg stepped back from motor racing and moved to Christchurch to manage a bigger workshop but still assisted with local motor racing events, before eventually retiring when he and Freda moved to live in Hervey Bay, Australia.

Unfortunately the library does not have a copy of his autobiography "When the Engine Roars: the Motor Racing Life of George Begg by Clive A. Lind & George Begg, so this tribute booklet is our only record of this iconic NZ motor racing engineer - with that classic No. 8 wire attitude.

The Library Team



An evening with the VIFHM Rally Director

What Ray Robertson had to say...

- ◆ Nelson team would love to have the Charabanc there, as it was a feature of the 1972 Nelson Rally.
- ◆ All runs are non-competitive with Long, Medium & Short runs plus a special slow Veteran run. You can mix up which runs you do each day, even each morning and afternoon. All vehicles will meet at the lunch stops.
- ◆ Each day is 'self-starting', can start anytime between 9 to 10:30am.
- ◆ Will have single sheet instructions for motorcyclists to load into rollers.
- ◆ The Trafalgar Centre in Nelson is the home base of the whole event. Everything will centre around that facility.
- ◆ Team Relay is NOT a race. It is actually speed restricted. The relay is being run on an old gallops track. It's very smooth, Ray's vintage car runs very well on the track.
- ◆ The final day, Saturday, is a Public Display. A way of us all giving back to Nelson, to thank them for their hospitality.
- ◆ Excellent caterers will cater the event at the Trafalgar Centre.
- ◆ The team are aiming for 500 entries (1000 people).
- ◆ Only 14 Aucklanders registered, come on ,get your entries in !
- ◆ Further details will be sent about ferry bookings.
- ◆ VIC are COMPULSORY!

Time is of the essence...
GET YOUR ENTRY IN

To enter, visit: [VIFHM Website](#)
Keep up to date: [VIFHM Facebook Page](#)

Entries close: 31 August 2025



Age of oldest entrant: 96

He's driving his 1953 MG TD all the way from Dunedin to attend.

1972-2026
18 people who were at the International Rally in Nelson in 1972 are returning in 2026.

Oldest car entered:
1909 Renault AX

Newest car entered:
1994 MG RV8

NELSON—March 15-21, 2026

Veteran Section Notes

The June meeting was quite well attended. Denis Lowe produced a 1982 programme of the motor show held in Manukau City as part of the 1982 North Island National Rally.

Gavin Welch rode on the "Distinguished Gentleman's Ride" a charity event to fund prostate cancer research. He won \$500 worth of vouchers.

Phil Henley is performing some maintenance jobs on his '06 Cadillac single cylinder in preparation for the 2026 Vero event in Nelson, regrettably he had a valuable Mitsubishi Evo 8 stolen from a supposedly secure lock up. The thieves had a difficult job getting the Mitsi out and damaged other vehicles in the process.

Roy Sharman brought along a vintage Lucas air operated dip switch for display, he also spoke about his vintage Berliet which he brought from the late Bill Shears. David Oliver is selling his home and looking for car storage as a result. David also gave the spares department quite a lot of his surplus spares and gave the library a number of useful books.

Bill Mercer wrote to the Transport Minister seeking early registration records, but these were destroyed when the system was computerised. Bill has found two RCH engines. RCH was the precursor of Hupmobile, and possibly the remains of an RCH car, his 1916 Hupmobile Model N is almost ready for re assembly.

Barry Wade is looking for a veteran tyre pump to suit the '09 Rover. Tim Edney is getting his 1917 Rauch and Lang electric car ready for sale, Tim also saw the Irish Man event. John Morrison is organising new gears for the 1916 Briscoe, while Barry Birchall is still working on the 1912 Cadillac starter, in between overseas travels.

It was decided that the 2026 Veteran Run will go south.

That's all for this month.
John Stokes.



Vintage Section Notes

A good turnout this month!

John Morrison reports the Briscoe starter motor is almost ready to reassemble. It is a very complex device and despite attempts to revive it by several people over many years it has not functioned, so we look forward with anticipation.

Richard Green's Rolls Royce now has the totally rebuilt motor back in the car and it will soon be coming back to Auckland from Christchurch for the upholstery to be fitted and other finishing work. He has just returned from an overseas trip and whilst in UK he was delighted to acquire the collets he was missing for his Clarkson type Auto Lock chuck for his mill.

Chris Wood and his wife have moved into a very nice retirement home in Remuera and his Austin 20 is now in a secure and dry garage.

Ross Bellamy had a tool that looked like a tyre valve thread cleaning tool on steroids. It is, in fact, a grease nipple tool for removing snapped off nipples and cleaning the thread and with a little socket spanner to screw a new one in.

Bill Hulse has almost finished making a bespoke Model A steering wheel puller. I hope he only needs it once!

David Goryl has been working on the brakes on his Rolls Royce Silver Shadow, which were smelling very hot. A terribly complex dual high pressure/low pressure system, the fault was finally traced to a blocked port in the master cylinder.

John Towers entertained us with a satirical version of the Lords Prayer for Ford owners!

Norm Dewhurst is hoping to get his Triumph Dolomite back from the workshop next week. He brought along an item that had us all guessing. Obviously electrical and incorporating a governor, some rubbing revealed a plate that gave some clues, but Google finally came up with the answer. It is a 12 volt AC generator for powering a vintage model railway.

Don Johnston kept us up to date with progress on the restoration of the old Auckland ferry Toroa. A really huge undertaking, on the inside it is a total rebuild. The boiler is certified and the motor is able to be turned over and will be reinstalled in the hull shortly.

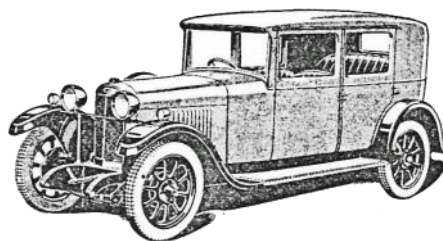
Peter Alderdice popped in to see if anyone could tell him an easy way to get tyres on and off split rims. No one could.

Here is that item of Norm's that had us guessing.



See you at the meeting on 12th July.

Murray & Penny Firth



Motorcycle Section Notes

On arrival at the clubrooms, Alan Kidd was already there getting set up for his presentation. He had a great support team with him, his wife, son, mum and dad, and his motorcycle riding partner Darren.

We had 10 bikes parked out the back, and 60 people in the clubrooms when the meeting started.

New Members & Visitors—Martin welcomed everyone and asked if there were any new members, there was one, Ian Corbett, who has a large bike collection. Then there were Geoff Scott, Alan Charslworth and Rod Hargreaves visiting with us.

Martin then told a good joke to start us off.

APOLOGIES—from Norm Dewhurst, Don Green, Rory King and Trevor Hackett.

REPORTS—Martin told us about the June run to the Vintage Speedway at Meremere, see the report later in this Bulletin. Jodi & Lynda told us about their Breast Cancer Pink Ribbon Afternoon Tea at the club rooms, the tea raised \$587, making the final tally for Jodi's fundraising \$1001.

COMING UP—The AGM and the Expert's Rally. There will be a motorcycle run on Sunday 6th July: We will meet at the clubrooms, out in the barn at the back at 10am, we'll then take a short ride at 10.30am to visit a members collection of vintage militaria.

Saturday 19th July: Motorcycle meeting—the guest speaker will be from *Experience Royal Enfield Motorcycles*.

GENERAL BUSINESS—Peter Alderdice told us about the recent meeting at the club rooms which covered next year's Vero International Festival of Historic Motoring event in Nelson, he encouraged the members to think about entering this rare and, sure to be fun, week of runs and events.

GUEST SPEAKER—Last year we had Harold Kidd talk, then we had son Robin talk and now we have Harold's other son, Alan. A very keen, well travelled, adventurous family indeed!

Alan, and his friend Darren both ride Honda GB 500 singles here in NZ. A number of years ago they had watched the "Top Gear" show where the 3 presenters rode small motorcycles through Vietnam, at the time they thought "we could do that".

So after doing some research along with some minimal planning, they set off in June 2015 to Vietnam. Their starting point was Ho Chi Minh city, where they bought their two used 110cc Honda Dream clones for \$300 each. Alan told us that there are very few cars there due to low wages, coupled with petrol that is about the same price as here in NZ. So small motorcycles are the dominant means of transport, his

estimate was around 90% of vehicles on the road.

They kitted out the bikes with stuff they would need for the trip. Then off they went, heading East and then North along the coast roads. They kept off the major roads and used B roads that were mainly empty. They ate very well at roadside food stands and in restaurants. They visited a number of army and aircraft museums.

When they had bike problems like punctures, electrical or mechanical issues, they always found a roadside repair shop very easily, and these repair shops invariably charged around \$12 for the work done. They had a fantastic 3 weeks of riding, with no serious problems. They finished the ride in Hanoi, having clocked up 2,500 kilometres. They queued for a long time to view President Ho Chi Minh in his mausoleum in Hanoi.

While in Hanoi they met someone who asked where they came from and how far had they ridden, when they told him he said “why don’t you two just carry on and travel over to India?” Thus the seed was sown for their next trip.. They sold their bikes and then flew back home to New Zealand.

It’s now 2023, post pandemic, the boys had continued to plan their next adventure ride and now it was time. *India here we come!*

They flew to New Delhi. The plan was to buy 2 Royal Enfield 350’s, and then, at the end of the trip, ship them back to NZ. But after working out all the cost’s involved it wouldn’t have been worth it, so they hired 2 bikes, got them kitted out for the journey and set off heading South. India was the opposite to Vietnam, in that there weren’t that many bikes on the roads, instead it was bumper to bumper with Tuk Tuk’s cars, trucks, and buses all sounding the horns continually—“complete madness”.

They rode through wildlife reserves, seeing tigers and monkeys. Everywhere you ride there are cows, sacred to the Hindus, so they gave right of way. They visited the city of Udaipur which was very historical, and also great fun too. There were numerous large ornate Temples, and as they were there for one of the festivals, it was interesting to see how colourful the celebrations are.

They visited the Statue of Unity, the statue depicts Sardar Patel one of India’s prominent leaders, in the Narmada valley near Kevadia, in the state of Gujarat, it is 182 metres tall, twice the height of the Statue of Liberty.

The marathon ride finished in Mumbai. Alan said that nearly every time someone asked them where they were from, “when we said NZ they usually shouted ‘cricket’.” Alan noted that he wasn’t really into cricket but ad-libbed his way through the conversations. They had a visit to the Royal Enfield factory in Chennai which was very interesting.

Before they left for home they put the 2 bikes on a train back to New Delhi. As they couldn't keep the bikes, Alan removed the headlight as a keepsake to take home - he did buy another to put back on the bike.

They had ridden 3,500 kilometres, again with no real problems.

Back home, the boys are now thinking about what they could do next? One idea is to ride the coastline of the UK—watch this space!

After answering some questions from the floor, Martin thanked Alan for sharing the details of these two great motorcycle rides with us.

Martin Spicer & Jack Clark



Editor's Note: This is one of the best descriptions of Indian traffic that I've read. Alan's talk brought back many memories of our time in India. Excerpt from Holy Cow by Sarah MacDonald

Everyone seems to drive with one finger on the horn and another shoved high up a nostril. The highway soundtrack is a chaotic symphony of deep blasts, staccato honks, high-pitched beeps, musical notes and a weird duck drone. It's as if Delhi is blind and driving by sound—except it seems many are deaf. Women are curled up on the pavement sound asleep, and a man is stretched out on the median strip, dead to the danger. On the backs of bikes, on the laps of the motorcycle mums, babies are floppy with dreams.

Saturday, August 23rd
From 7:30 pm–10:00 pm

Flares & Flowers

Book your spot email: editor@avvcc.org.nz
\$15 per person (\$10 goes to Daffodil Day).

Fun Social Night

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

Bar Open – Supper will be served

Vehicle Identity Cards (VIC)

Did you know that you must have one of these for your vehicle to enter any National Rally? The VIC is the club's formal system for identifying and verifying the authenticity of your vehicle and officially it's vehicle class.

There is an application form to be completed and emailed along with photos to one of our VIC signatories. They will check things over before sending to Head Office. The process is run by volunteers, and is a serious one (our system is recognised by LTSA).

Please allow 3 months from lodging the forms to receiving your card.

Note that renewals can now be done on-line.

Auckland Branch Signatories are:

John Stokes	Phone No: 09 236 4582)	
Alan Price	Phone No: 09 833 8575)	Email: vic@avvcc.org.nz
Neil Stott	Phone No: 027 494 9059)	

Motorcycle Run to Meremere

It was a sunny Sunday morning with a nip in the air and frost on the cars. I rode down to Pokeno's Woolworths car park at around 10.15 am. There were already a number of motorcycles parked, with their riders chatting away. A few more turned up before we set off down the Waikato Expressway, it's only a 10 minute ride to Dragway Road, and the Vintage Speedway track.

We parked up our bikes and had a walk around the pits to look at the assorted speedway vehicles, there were midgets, TQ's, Sprint cars, sidecar's and a number of small children with their mini motocross bike's.

Our bikes attracted attention from the speedway members, (there were 2 x Triumphs - one Speed 400 and a Bonneville T100, 2 x BMW's one old one new, a 90's Honda, 2 x Vincent 1000's, one, outstanding, recently restored 1974 Kawasaki 900 Z1 and a Can Am Spyder RT)

We got seats in the mini grandstand to watch the demonstration races in the warm sunshine. Member Marshall Corazza arrived on his Can Am Spyder RT 3 wheeler and joined us, so did Frank Gausden and his friend.

This was the final speed way meeting for the year. They will return in the Spring.

So after a pleasant couple of hours in the welcome sunshine we headed back home.

Martin Spicer



Letters to the Editor

As a precursor to the letters that follow, to give context to them. At the AGM we posed a few questions to the members present. A starting point to, hopefully, get some good feedback. We invite you, as the reader, to also reply and contribute to this discussion.

The questions asked were:

WHAT DO YOU WANT FROM OUR CLUB?

- ◆ How do we get people back?
- ◆ Do we continue with Thursday nights?
- ◆ How many rallies/runs a year? (ie. Autumn and Hunua Spring Tours)
- ◆ Do we continue with Club runs, and if so, what format?
- ◆ Club Afternoons – Yes/No?
- ◆ Do you want guest speakers? – If yes, what sort?
- ◆ Other thoughts and ideas...

Glenn kindly spoke to these items on behalf of the Committee. Glenn talked about the ideas not just being a Committee proposed idea but it's all the members that need to think about what they would like to have happen within the club.

Changes that have recently occurred include moving Guest Speaker talks from a Thursday evening to a Saturday afternoon. This has worked moderately well. We are still not seeing as many members to these afternoons as was hoped.

Further back the Thursday nights were reduced from 4 to 2 nights a month... these evenings are much quieter and we do acknowledge that they will never be like the halcyon days of the club, but do we keep Thursdays open, do we reduce to just one Thursday or do we not open at all? Several people noted that they still enjoy the Thursday nights and would love to keep them.

It was suggested to have more "events" on a Thursday, like the Anzac Night, that was an excellent night where those present shared stories. Again, we are open to suggestions and volunteers.

Follows now are two letters received by email with these people's thoughts on what to do moving forward.

continued...

Letters to the Editor

From: Jocelyn McAlpine, long time member of our Branch.

Hi Jodi and fellow committee members

Re wanting constructive ideas in going forward with club nights/runs etc.

1. Would like to suggest a once a month club night on a Thursday - say the 3rd Thursday, i.e. middle of the month with an emphasis on socializing.

- Bingo night
- Shared BBQs during summer months (maybe starting earlier)
- Trivial Pursuit night or similar
- Movies (winter)
- Themed (eg ANZAC. Matariki)
- Shared rally or trip experiences by members

2. Saturdays to continue as is with the guest speaker etc. Maybe twice a year a presentation of what new has been done in the Barn by the Spares Boys, especially with the new tools library innovation.

3. Rallies - great to have the following competitive (with non-competitive option for *) to continue - Spring Tour*, Autumn Tour*, Experts, Ladies Rally which cover March, May, July and October months, allowing January for the New Years Day run, February, April, June August and November for some more leisurely social runs, held at the end of the month as is.

4. Further to the Spring and Autumn Tours - a shorter version of these finishing at lunchtime. Less work for the plotters and nice for competitors to have that social interaction at the end.

All the best for your first committee meeting tomorrow night, although I guess it will feel no different from the month before.

Cheers
Jocelyn McAlpine

Time is of the essence... GET YOUR ENTRY IN

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Festival Date: March 15 to 21, 2026

ENTRY CLOSING DATE: 31 August 2025



Letters to the Editor

From: Bruce Verrall, new member to our Branch as of April 2025

Hello Jodi

Previously I have experienced where services were cut. This led to fewer people attending. Then fewer people caused more trimming etc. Word of mouth got around and people didn't return and went elsewhere. It was a downward spiral until there was nothing.

One of the drawcards and benefits of this club is that there ARE so many opportunities to socialize and hangout in such a wonderful facility. Other clubs of various interests meet only once or twice a month in a rented hall or room. One club simply meets at a public tavern once each month.

I hope we can find ways to promote and grow instead of talking about cutting back. E.g. send some keen AVCC members to the one-make car and bike clubs. Give an introduction about our club and what our wonderful Auckland clubrooms and facilities have to offer. Leave behind or hand out some simple advertising fliers with all our opening times and information.

Promote, promote, promote.

Please...
From Bruce



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Letters to the Editor

Norman Dewhurst, QSM and Life Member of our Branch spoke at the AGM about the current Notice of Motion presented to us (was sent with the latest Beaded Wheels magazine). Norman has kindly written this for those who were not in attendance.

VCC Constitution Update

Every member will have received the Notice of Motion, and will receive voting papers shortly, the result of this vote will be announced at the National AGM next month.

However, do members fully understand what it is all about? There seems to be widely differing thoughts amongst members, and possibly even Branches. It has even been said that we don't need to revise our constitution, it complies as it is, but far better minds than mine have advised us that it is necessary. Whatever we think, it is very important to have your say.

Exercise your vote.

The National VCC and all Branches are currently registered as Incorporated Societies. This protects the members and elected officers against any potential misuse of assets or funds. Incorporated Societies must follow rules and procedures laid down by the Incorporated Societies Act, which was significantly revised a couple of years ago by NZ Govt. The new Act meant that the NZVCC and many of the Branches have to re-write their constitutions and by-laws in order to comply. **The deadline for this is fast approaching.**

For more than two years now our club has been working on this, with much input from members and sub-committees across the country and the Notice of Motion represents the final outcome. The published Constitution is, I believe, its third draft.

It won't please every member, but it is the final result of individuals, branch committees, and the national executive, in other words, **you and your club. Exercise your vote.**

Some areas of contention in the final Notice of Motion relate to Area Zoning, Branch representation, Election of the Management team (National Committee), and so on. These should not affect the overall intention of the motion, it is thought that any further amendments can be dealt with at a later date by a specific motion (dealing with one amendment at a time.)

In summary:

1. We are compelled to up-date our management and constitution in order to comply with the NZ Incorporated Societies Act.
2. Time is running out.
3. The Notice of Motion to be voted on is the combined result of many of us, plus the advice of acknowledged professionals in this field.
4. It won't suit everyone, but it is what it is right now.
5. Members are urged to make themselves familiar with the main thrust of the Motion and please

Please Exercise Your Vote

Norman Dewhurst, QSM

Thank you Norman for this reminder.

Tools & Equipment Library

Raised at the AGM by Murray Firth, the Spares Team, along with a few other dedicated people have started the process of creating a Library. Both Murray and Jack Nazer have supplied details of the much thought of and planned Library. Here is how they describe it.

Over the last few years our hard working Spares Team have transformed the Barn. Spare parts are now largely sorted, categorised and displayed. The panel shop machinery – guillotine, press brake English wheel, bead roller and many more items of machinery have all been restored, sharpened and painted and are all up to full working order. The walls of the barn have been lined and painted and now display an interesting array of mechanical history – all annotated.

Among the donations to the Club are many tools, some quite specialised. The team have elected to keep these for the use of our members, in order to keep our history driving. A perfect example is the magneto re-magnetizer, that has put the spark back into several weak, ageing magnetos. There are drill presses, timing lights and reamers for when you need to fit new king pins (probably in stock in the spare parts).

Then came the question, how to list this extensive collection. They are challenging to display, so how do the members know what is there, what they can “check out”? Answer, utilise the online catalogue that the Book Library use.

With Chris Wood being on the move to a village he has kindly donated and delivered to us all of the contents of his workshop. His precision tools are what really sparked the need to finish putting this library together

So progress is now underway. There are many categories – electrical testing, threading (there are taps and dies for all threads) pullers and a lot more and when they are all catalogued, will represent a very comprehensive list of the tools necessary for our fleet maintenance. As the idea is still in its infancy, if you have any ideas or would like to help, just come along on any Thursday morning, or give Murray a ring.

Donations of tools you are no longer using are gladly accepted. The sum of knowledge and experience within our large membership is vast so if you need help, just ask.

The Tool Team are Murray Firth and Neil Bieleski, supported by Jack Nazer, Bill Hulse, John Towers, John Stokes and Richard Green.

This will be an incredible asset for our Branch—thank you Tool Team! - Jodi

Our new Life Members

All three nominees, Rodger Ball, Russel McAlpine and John Stokes, were awarded the status of Life Member. Each receive a Certificate in recognition. As John Stokes was unable to attend the AGM, he will be presented with his certificate in the near future.

Congratulations to you all.

Here Shaaran presents Rodger and Russel with their Life Member certificates.



Rodger Ball



Russel McAlpine

AGM Award Recipients



Receiving the

**Partner Trophy
(Rolling Pin)**

Neil & Christine Stott

at right Receiving the
Motorcycle Points Trophy

Trevor Hackett

Below Receiving the
**Rear Wheel Brake Trophy
(Jim Lewis Memorial)**

Martyn Seay



Not present at AGM

Pride of Ownership

awarded to

**Phil & Caroline Henley
1913 Mitchell**

AGM Award Recipients



The Bill Shears Memorial Trophy *awarded to*

Leo Fowler

Leo's Citation:

Leo has been a member of the Branch since 1988. During his time as a member, he has consistently demonstrated outstanding support for the Branch and its members.

For the Branch, he has served on the committee and consistently assisted in maintaining the clubrooms. He has performed the role of Bar Manager admirably, often taking over Bar Duties for unavailable rostered committee members or to allow the designated bar person to go home early.

He has helped numerous members with the restoration of their vehicles, including Alan and Shaaran Price, whose vehicles suffered terribly when their garage was flooded twice. He has helped many members with wiring, generator rebuilds and nickel plating over the years. He goes the extra mile willingly.

We believe he is a worthy recipient of the Bill Shears Memorial Trophy.

AGM Award Recipients



25 Year Membership Awards

Recipients: Shaaran Price, Mark Heaslip, Val Ball, John Heaslip, Mark Vince, Marion Vince and Roseanne Bright.



35 Year Membership Awards

Recipients: Brent Bellamy, Roger Morrison, Martin Spice and Dagmar Bellamy
Absent (since awarded at home): Mick and Joan Harris

AGM Snaps



Above: A very attentive group of 60 Members.



Above and Left:
A fabulous Afternoon Tea
provided by Lynda Spicer.

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?

Allan Lewis

Mt Wellington
1914 Ford T
1929 Oakland AAS

Stephen Jones

Howick
Nil

Kyle Smythe

Orewa
1965 Ford Falcon XP
1965 Ford Cortina Lotus

Nigel De Coek

Mt Albert
1982 Mini Leyland
1951 BSA WM20

Steve Lockwood

Howick
1954 AJS M18CS
1961 Matchless G80CS Special



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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
Editor Email: editor@avvcc.org.nz

Treasurer

Ian Hubbard (Lesley) Email: treasurer@avvcc.org.nz M: 0274 426 748

Club Captain / Trophy Steward

Tracey Winterbottom (Stephen) Email: clubcaptain@avvcc.org.nz H: 09 232 0246
M: 021 732 209

Committee Members

Martin Spicer (Lynda) **Motorcycle Section Rep/Entertainment** H: 09 233 6382
Email: motorcycle@avvcc.org.nz M: 022 102 5954

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

Jeremy Lambert (Michelle) **Clubroom Bookings/ Health & Safety Officer** M: 027 576 7045
Email: bookings@avvcc.org.nz

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

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

Non-Committee Positions

Library Team Leader

Richard Green (Lois)
Email: library@avvcc.org.nz
H: 09 489 2427
M: 021 818 334

Spares Team Leader

Bill Hulse (Sherrill)
Email: spares@avvcc.org.nz
H: 09 579 0494

VIC Officers

John Stokes
Alan Price
Neil Stott
Email: vic@avvcc.org.nz

Beaded Wheels Scribes

John Stokes
Jocelyn McAlpine
Peter Wood

Veteran Section Rep

John Stokes
Email: jcstokes96a@xtra.co.nz
H: 09 236 4582 or
M: 0272 772 108

Vintage Section Rep

Murray Firth (Penny)
E: 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 & Postal Address:
Club Afternoon:
Clubrooms Open:

Phone: 09 579 5625

39 Fairfax Avenue, Penrose, Auckland 1061
4th Saturday of the month 2:30-4:30 pm
2nd & 4th Thursday 7:30-10:00 pm, Every Saturday 4:30-6:30 pm

Branch Honorary Life Members:

Barry Robert Norm Dewhurst QSM

Branch Website: www.avvcc.org.nz

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