



AUCKLAND VETERAN & VINTAGE CAR CLUB INC.



The Bulletin

February 2026



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March Bulletin submissions closing date: 25th February

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@avcc.org.nz.

Cover Designed by Melanie Ball

Coming Events

All events are held at our clubrooms unless otherwise specified.

FEBRUARY

7	Sat	Veteran Meeting	2:30 pm
12	Thur	Noggin & Natter	7:30 pm
14	Sat	Annual Veteran Run - starts Waiuku Cosmopolitan Club, Victoria St, Waiuku	10:30 am
14	Sat	Vintage Meeting	2:30 pm
18	Wed	Mid-week Tourer's Run to Awhitu Wind Farm Starts Drury Service Centre, Southern Motorway	10:30 am
21	Sat	Motorcycle Meeting	2:30 pm
22	Sun	Points Trophy Club Run —starts Ray Small Carpark, Elliot St, Papakura	1:00 pm
24	Tue	March Committee Meeting	7:30 pm
25	Wed	Charabanc Maintenance	8:00 pm
26	Thur	Noggin & Natter	7:30 pm
28	Sat	Wellsford Warkworth Swap Meet—see page 11	from 7:00 am
28	Sat	Club Afternoon - guest speaker John Pratt - W C Daldy Preservation Society	2:30 pm
28-1 Mar		Highland Fling—hosted by South Waikato Branch	

MARCH

1	Sun	Brits & Euro Show at Lloyd Elsmore Park, Pakuranga	10:00 am–3:00 pm
7	Sat	Veteran Meeting	2:30 pm
7-8		National Delegate Meeting—Christchurch	
12	Thur	NO Noggin & Natter	CLOSED
14	Sat	Vintage Meeting	2:30 pm
15-21		Vero International Festival of Historic Motoring—Nelson	
21	Sat	Motorcycle Meeting	2:30 pm
26	Thur	NO Noggin & Natter	CLOSED
31	Tue	Committee Meeting	

APRIL

1	Wed	<i>No Joke</i> - No Bulletin delivered today.	
4	Sat	Veteran Meeting	2:30 pm
6	Mon	April Bulletin released	5:30 am
9	Thur	Noggin & Natter	7:30 pm
11	Sat	Vintage Meeting	2:30 pm
11	Sat	Waikato Mooloo Meander	
12	Sun	Autumn Tour - starts Ray Small Park, Elliot Street, Papakura	10:00 am
15	Wed	Mid-week Tourer's Run	
18	Sat	Motorcycle Meeting	2:30 pm
23	Thur	Noggin & Natter	7:30 pm
25	Sat	Club Afternoon—Autumn Tour Prizegiving and ANZAC Memorabilia Day	3:30 pm
26	Sun	Club Run	
28	Tue	Committee Meeting	7:30 pm
29	Wed	Charabanc Maintenance	10:00 am

Note: The clubrooms are open on the SECOND and FOURTH Thursday evenings 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

Happy New Year to you all. I'm looking forward to a fun-filled year of Vintage motoring and catching up with you all.

I wish to thank you all for the messages of support following the passing of our son-in-law, Ian, prior to Christmas. The messages were also very much appreciated by Angela and her family.

December was a very busy month in our Branch. I ask - "Did we offer too much"? As numbers were well down on previous years. We would like to hear from you with ideas for future events.

The New Year's Day Run to Kaiaua for fish and chips, as usual, was well attended.

The Veteran, Vintage and Motorcycle Sections have all had good numbers attend their January Meetings.

Thursday mornings continue to be popular and the Spares and Library 'boys' continue to do a great job in the barn and the library.

Forty seven members attended the Special General Meeting to review and pass our new Constitution. This was required to keep us in line with the new Incorporated Societies Act. Thank you to all who turned up. The document was filed and accepted three days later. I must thank Jodi for the enormous amount of time spent getting this document to the level required. Along with myself, other members on the sub-committee were Glenn Morris, Roger Ball, Tracey Winterbottom, Ian Hubbard and David Broadhead. Thank you everyone. It was a mammoth task.

Next time you visit the Barn, you will notice that reinforcing has been installed to support the mezzanine floor. A big 'thank you' to John Towers and Rory King for their work on this job.

Unfortunately, we have had one too many disappearing items in the club and barn and it has forced our hand to install security cameras. It's sad to have to do this, but the need was there.

The clutch work on the Charabanc is near completion, and a trial run is due any day to make sure Angelique is ready for her venture to the Vero Festival of Historic Motoring International Rally in Nelson next month.

The countdown for Nelson is underway - 43 sleeps until the Vero Festival of Historic Motoring begins.

See you there.

Shaaran.

Club Captain's Log

A big thank you to Jodi for stepping in last minute and planning then starting you all on the New Year's Day Run. I hope you all enjoyed the drive and your fish'n'chips, a great turn out, those who weren't there missed a great drive despite the weather.

Many of you will be counting down to the Vero Festival in Nelson in March, I know we are, and for those who were around the Thursday evening noggin and natter table the other week will be aware that Stephen and I are fast running out of time to have the vehicle of choice (and the one entered) up and running again.

This year the club is 80 years old!! That's a real milestone, time for reflection and some forward thinking - what will things look like in another 30 years time?

This month our club run is on Sunday 22nd, we will be starting in Papakura and finishing at a garden nursery with a cafe. Surely summer is coming this month? Fingers crossed!

If you want to see our oldest class in action, the Veteran Run is being held on Saturday, 14th Feb. The start and finish are both at Waiuku Cosmopolitan Club. Come out and give them a wave and perhaps join them for lunch.

Make sure you have Sunday, 12th April in your calendar! That's the date for this year's Autumn Tour. The entry form is accompanying this Bulletin and will be in all of The Week Ahead emails until closing date, get yours filled in and returned asap, don't leave it until after Nelson. This is one of our main calendar events and will be a very enjoyable run for your motor.

See you out and about.

Tracey



Gumboot Rally Adventure

After having a great time at last year's rally, Stephen and I headed to Taihape again for Wanganui Branch's 41st Gumboot Rally.

Taking the MGBGT we had Norman and Ryan keeping us company in the Triumph Dolomite.

The weekend is very casual, you turn up and pay your \$10 per head. This gets you a raffle ticket, covers a barbeque dinner and is your entry.

A small and hardworking crew make sure the day goes to plan, including preparing the barbeque meal. Instructions are fairly straightforward, every so often you stop at a Wanganui VCC yellow box and collect a card. Your playing cards are handed in at the end and a "tricky, ever changing method" is used by Robert to determine your score. Then a coin is tossed at dinner to see whether high or low is the top of the list. Not that it matters that much which end of the list you are at. As often the case with regional NZ, the event is well supported by local business and 2 large tables were groaning under the weight of donated "goodies" When you are called up you get to choose from the table, and everyone went home with their arms full. Thanks to Sue Rowe for going before us and pointing out the foodie bags with artisan Chocolate, Honey and Kakapo Gin. Very happy entrant here.

I would think there were around 25 - 30 vehicles from several branches, and the event is always well supported by Manawatu - it was good to catch up with ex Auckland members Ken and Annette Foot.

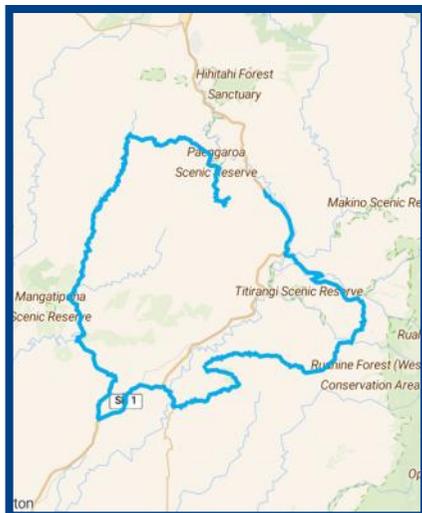
There was a Model A or 2, a Vintage Austin pick up and other entrants spanned the breadth of classes. 110 miles in a big circle around Taihape, reaching giddy heights at the top of Turakino Valley Rd, with excellent motoring on plenty of gravel in really good shape.

We highly recommended this event!

Tracey

Left Page: Scenery on the gravel and the tarseal.

Right: The roads travelled...



Library Notes

Last week a member called into the library looking for technical assistance with a 1927 **Crossley** Motor Car. Apparently in recent outings he seemed to think that the clunk in the dif when taking off after manoeuvring in reverse was getting more noticeable. Taking a stitch in time approach, he was seeking suggestions of who to take the car to, and inquired as to whether we had any technical literature on the vehicle.

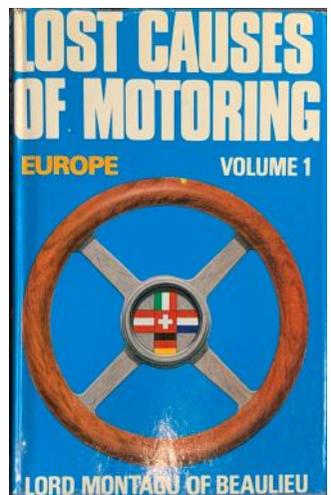
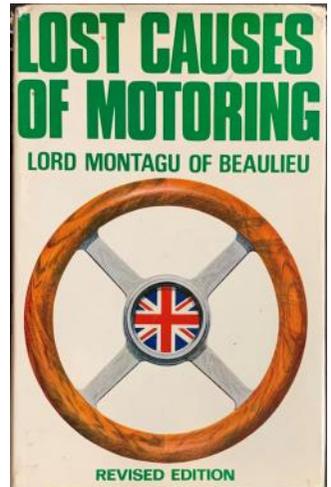
We knew that there were no **Crossley** manuals in the Manuals Section of the library but a search for "Crossley" using our TinyCat web catalogue gave two hits. The first was **The Book of the Motor Car** by Rankin Kennedy published in 1912 in our Rare Books section, and yes there was a diagram of a Crossley Differential in Volume I, this was probably not the same type as the 1927 model, but quite a good drawing and good to know.

The second was **Lost Causes of Motoring** by Edward Douglas-Scott-Montagu, 3rd Baron Montagu of Beaulieu, usually referred to simply as Lord Montagu of Beaulieu. He was a British aristocrat and, best known for founding the National Motor Museum, in Britain. The book details the rise and fall of defunct automobile manufacturers, this volume focusing on obscure British marques. It was written in 1966, and is well regarded for its accurate historical research, including a chapter on **Crossley**. Again, not much help for the member but interesting, and we suggested he contact the Crossley Register in the UK.

The Lord Montagu book however is worth mentioning for the important merit of being a fascinating collection of comprehensive, entertaining and important stories about why these companies failed and the personalities involved. The book was quickly followed up in 1969 and 1971 with his **Lost Causes of Motoring - Europe Volume I, and Europe Volume II** dealing with defunct European automobiles with the marques covered such as –Talbot Darracq, de Dion Bouton, Delahaye, Hotchkiss, Lorraine-Dietrich, Mathis, Salmson, Violet, Voisin, FN, Minerva, Hispano-Suiza and Pegaso. All three books are somewhat provocative of controversy and packed with nostalgia supported by numerous facts and figures.

These are books that all serious students of historic motoring should not overlook and many intriguing, quaint and important links emerge from reading them. Highly recommended.

The Library Team



Mid-week Tourers

We are delighted to announce a new co-ordinator for the Mid-week Touring folk. Many of you will already know Jo Bielecki, Neil's granddaughter. Jo has volunteered herself to be your co-ordinator. This does not mean that she is going to be plotting every run, she is hoping there are a number of you that have great ideas and will take on the planning a run for the group and liaise with her.

However, to kick the year off, Jo is taking you to the Awhitu Wind Farm, a run we know many are looking forward to. The hope is to be able to enjoy your BYO Lunch under a wind turbine. (There is a bakery at the BP Service Centre at the start if you want to purchase lunch.)

Jo notes that the drive up to the turbines is windy and unsealed for approx. 1 km. She also recommends having a warm jacket and a firm fitting sunhat. (I guess it is a wind farm after all!)

Run Date & Time: Wednesday, 18th February. Meet at 10 am for a 10:30 am start.
From: BP Service Centre, Southern Motorway, Drury.

The run is approx. 65 km run with beautiful country views

Three cheers for Jo!



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Veteran Section Notes

Gavin Welch attended the Tin Lizzie Run, based in Huntly, with his Model T. He also joined the Browns Bay Christmas Parade. Wayne Welch also attended the Tin Lizzie Run, he had a radiator leak and 'Radiator Stop Leak' fixed the problem. Mike Courtney has started on his 1908 Maxwell he has brought a book on these cars, however, he is seeking information about the unusually shaped front spring. His 1909 Sizaire et Naudin is still being sorted. Phil Henley had a spell in hospital after falling off a ladder and breaking a bone in four places. Despite this the 1906 Cadillac is ready for Nelson.

Ron Richards hadn't much to say about his veteran Model T, he is sorting his Vintage La Salle head lights. Denis Lowe sent apologies from Roy Sharman, who has been in hospital. We understand Roy has sold his 1901 Curved Dash Oldsmobile to the Wellington area. Denis also brought a rare "Peak" petroleum service station filler lid. For those unfamiliar with the "Peak" brand, it was petrol produced from Taranaki crude oil and sold exclusively in the Taranaki area, maybe just New Plymouth. Bruce MacDonald went to a MOTAT barbeque, where he saw a 1905 steam engine in action.

Kelvin Healy was still concerned about the stuck valves in his 1912 Sunbeam, however, he brought a product called MOUSE MILK, he applied this to a stuck valve before the meeting, and when he got home the valve had loosened up. The MOUSE MILK is for sale in New Zealand from here, it's about \$30 an 8oz bottle: https://pilotshop.co.nz/products/mousemilk-penetrating-oil-8-oz?_pos=1&_sid=384b2c551&_ss=r

Thanks to the efforts of Richard Green and Murray Firth, Barry Birchall has got the Delco Kettering self starter and also the distributor on his 1912 Cadillac working properly, he is test driving the car in preparation for Nelson. Barry also brought along a heavy connecting rod from the car. These Cadillac rods are unusual as they are hinged big ends, however, they seemed to have worked well in the day and were used from the first single cylinder Cadillacs up to the last of the four cylinder ones in 1914. As he hasn't driven it for two years he is having quite an adjustment between the Cadillac, which is noisier, heavier to steer and lacks the power assisted brakes of the hybrid Lexus to which he has become accustomed.

As most will be aware, the Charabanc wrecked it's clutch on the way to the club picnic in December. Once again, thanks to Richard Green and new recruit Kevin Butler, we are just about mobile. Richard re engineered a short linkage rod which was drastically worn, the clutch brake is being overhauled and then it's road test time.

Alan Price's Clement Bayard is still in the shed.

We look forward to your support of our Annual Veteran Run on Saturday 14th February. We're back in the South, starting and ending at the Waiuku Cosmopolitan Club. Your entry form is available in the email that delivered this Bulletin.

See you there.

John Stokes



SWAP MEET

Saturday 28 February 2026

Swap Meet starts at 7.00 a.m.

Entry: Sellers \$10.00 Buyers/Browsers \$5.00

Children (under 12) Free

Vintage Car Display - Car Parts Old & New - Motoring Books & Manuals

Collectibles – Retro Clothing - Bric-a-Brac

Refreshments – Sausage Sizzle – Bacon Butties

Venue: Wellsford/Warkworth Vintage Car Clubrooms

Satellite Station Rd –off SH 1 – 3km south of Warkworth

All enquiries to 027 423 8122 or wellsfordwarkworth@vcc.org.nz



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Vintage Section Notes

Before our meeting several of us ventured up into the Barn to view the newly relined cone clutch of the Charabanc. In December on the way to the picnic, Angelique suffered a catastrophic clutch failure and had to be towed home. Richard Green has been fettling the trunnions and everything is now ready for re assembly, so our Branch flagship will represent us as planned at the Nelson Vero International Festival of Historic Motoring. Well done team!

Richard is still patiently awaiting the return of his Rolls Royce from Christchurch after it's major rebuild following the floods. The new steering box parts are now assembled and the car should be home soon for the final touches.

Ian Christie has his 1931 Austin 7 ready to put on the road, but to his horror he found that the paperwork he was given when he acquired the project relates to a much later Austin Mini. After all that work it is a great disappointment and I just hope the authorities recognise this piece of unmodified motoring history and facilitate it's return to the road.

Ross Bellamy's erratic ammeter in the Model A was traced to a loose bolt in the regulator and now tightened all is running smoothly again.

Ryan Winterbottom gave us an account of the New Years Day Taihape Gumbboot Rally which he attended with his grandfather, Norm Dewhurst, in the Triumph Dolomite. This event has been running for many years and is organised by the Taihape chapter of the Whanganui Branch. A very relaxed and enjoyable run.

Barry Birchall arrived at the meeting driving his 1912 Cadilac. The car is now starting reliably on it's original Kettering starter motor, which is a tribute to Richard Green's skill and powers of observation. Barry now wants to use the car more often to regain confidence in it's reliability. He brought along an example of a conrod from the motor - an enormous heavy steel affair with a hinged big end, a design that persisted from 1904 to 1915. Many Cadillac owners in the USA are replacing them with a very much lighter aluminium version but Barry sees no reason to change from the authentic original.

Norm Dewhurst's Essex motor is now being re assembled at Drury Engine Reconditioners and he hopes to have it home soon. Daughter Tracey and Stephen Winterbottom had a very unfortunate 2025 with both the 1927 Talbot and the 1930 Talbot 70 suffering engine failures, both also being rebuilt by Drury Engine Reconditioners. The 1927 Talbot is also being rewired. Hopefully the entire fleet will be back on the road before too long.

David Goryl arrived in his newly acquired immaculate Mini Cooper 1275. There are many Minis upgraded to 1275 specs but genuine ones like this do not come on the market very often.

Continued on page 18

Auckland Veteran & Vintage Car Club (Inc.)

Invites you to take part in the

Autumn Tour



&



12th April 2026



Entry Form

(Please Print Clearly)

(You can also complete the pre-prepared email offered, click on the link below this entry form link on the email this was received .)

Name of Entrant _____

Name of Driver _____

Name of Navigator _____

Phone No. _____ VCC Mem No _____

Email address _____

Number in Crew _____ (Incl. Driver)

Vehicle Make _____

Model _____ Year _____

If wishing to be competitive please tick the relevant class:

- (1) Veteran & Slow Vintage
- (2) Fast Vintage & Post Vintage
- (3) All other Post Era

Fees Paid:

Entry Fee (including relevant plaque) \$ 20.00

Prizegiving BBQ on 25th April @ \$10.00 per person No. _____ \$ _____

TOTAL PAID \$ _____

I have direct-credited \$

Prices incl. GST Reg. 13-827-290. Online payments only to:
12-3008-0050049-02
(Please use entrant name and "Autumn" as your reference)

Email entry form to: rvball@xtra.co.nz

Entries close Thursday 2nd April 2026

Important: If you do not receive a response to your entry by Wednesday, 8th April, please contact Rodger Ball ASAP on (09) 298 6476 or 0274 873 561.

Prizegiving & ANZAC Display

Saturday, 25th April
(ANZAC DAY)

From 3:30 pm

Join us for the prizegiving along with a display of
ANZAC Memorabilia

We encourage you to bring along any memorabilia
that you may want to display and, if you wish, talk about.

We will then enjoy the Noggin & Natter from 4:30 pm
followed by
a BBQ dinner together at 6:00 pm.

You can register for the BBQ on the entry form. If you are not attending the Tour but wish to attend the BBQ, please complete the Entry Form and mark as **BBQ ONLY!** Please pay the \$10 per person, and *do not* pay the Entry Fee.



Vintage Section Notes continued

John Morrison's Briscoe Starter-generator is working on starter mode but someone in the past wired the generator incorrectly causing voltage surges which burned the wiring out. Neville Holland is investigating to understand how to wire it so that the volage is regulated.

John Towers has finished the upholstery on his Chevy truck and is well pleased with the result. The petrol tank has some internal rust and John was enquiring about cutting a hole to give access for cleaning. The consensus round the table was - if it is not leaking, use one of the several proprietary cleaning and treating products, but DO NOT cut a hole in it.

Neil Lucas wants a chassis for a Dodge. He wasn't forthcoming about why.

Neville Holland is looking for an alternator for his Singer Vouge - a Lucas 10 AC with external voltage control. This model was used on contemporary British cars for around three years before being upgraded to a unit incorporating the voltage control internally. Can anybody help?

Murray & Penny



Motorcycle Section Notes

DECEMBER MEETING: Arriving at the clubrooms around quarter-to-two, our guest speaker, Peter Lodge, and his wife, Janice, had set up his world-famous racing Norton ES2 in front of our table, and a number of engine parts he had made.

By the time we started the meeting, we had 13 bikes parked out the back, and around 50 people sitting down.

Martin asked for a minute's silence to remember the passing of member Dave Tomkins this week. Martin then told a joke that Dave would have liked, being the great storyteller that he was.

REPORTS

Martin told us about last week's bike run that visited the Buckley Systems factory of Kiwi genius and entrepreneur Bill Buckley in Mt Wellington, see the full report later in this Bulletin.

GENERAL BUSINESS

Don Green told us he has started making rally route holders again, so if you want to ride safely on rallies, give him a call to get one: 021 073 2642.

Long time members John & Angela Bryant then took the floor, they reminded us of all the work that Martin and Lynda have done for our club over the past 27 years, Martin as motorcycle coordinator and past chairman, Lynda as bulletin editor and club captain, and for providing her great afternoon teas for us, they then presented Martin with a vintage BSA bicycle advertising sign that John had bought for Angela a long time ago when she rode a BSA bicycle.

GUEST SPEAKER

Peter Lodge is an ex-NZ drag racing champion; his car was called Baloo. When he stopped drag racing, Ken McIntosh suggested that he take up classic bike racing using his road-going Norton ES2. That's how this story started...

Peter started to modify the bike from then on to make it faster than its original speed of 90mph. Over the years, the bike has been developed into a race-winning machine. When Peter decided it was time to stop riding the bike himself, he then found a few young riders to take over the controls of this great racing machine. The first rider was the late Sam Smith, who won races on it at every track in NZ and in Australia. Another good rider on it was Nick Cole. We now jump to more recent times, in its original form, had 25 bhp; it now has 60 at the back wheel. In the IOM, it clocked 140 mph through the speed trap. Peter said the engine is at its maximum output now, which is not bad for a pushrod single; an overhead cam racing Manx Norton engine produces 53 bhp. So he is now concentrating on the aerodynamics to make it faster. Peter has taken the bike to the IOM Manx races in September for

Motorcycle Section Notes continued

the past 3 years; his rider there is 34-year-old Mike Browne from Northern Ireland. Mike finished 3rd in 2022, 3rd in 2023, 4th in 2024 and 1st this year. Mike's fastest lap was 110.727mph. Mike told Peter he could do a faster lap if the bike's large 4-leading-shoe front drum brake was replaced with a better disk brake, so that's the next improvement.

Peter's son Shane built his own Norton ES2 racer, which he raced here and in Australia.

Peter's friend Bernie, and the father of the late Sam Smith, then took the floor and told us about being in the very small team that helped Peter and Mike Browne in the IOM. He and Peter told us about the problems they encountered with the new cylinder head castings that they had made here; all of them were porous and couldn't be used, so new ones were cast in Australia, and they were okay.

They then answered questions from the floor.

Martin thanked Peter, Janice and Bernie for coming to tell us the story of this world-famous Kiwi racing motorcycle.



JANUARY MEETING: The trip up to Penrose took longer than usual because people were heading to GoMedia Stadium for the evening Ed Sheeran concert. Our guest speaker, Chris Hay, arrived soon after us, riding his great-looking Igli Godet Vincent. He then set it up inside the club rooms.

Motorcycle Section Notes continued

By 2.30 pm, we had 20 motorcycles parked out the back and just over 50 people sitting down inside.

At the start of the meeting, we welcomed visitor Jim Follows, who introduced himself. He has 3 Hondas, one new, two much older. Jim intends to join our club.

Martin then told one of his better jokes, which got us laughing.

REPORTS

Martin reported on the New Year's Day Fish'n'Chip run to Kaiaua. About 30 bikes and 40 cars arrived at the Kaiaua; the weather forecast would have put some off, but it was still a good turnout.

Peter Alderdice told us about the recent Waikato weekend motorcycle tour that he and Mike O'Kane took part in. Peter rode his Ariel SQ4, and Mike rode his BSA & sidecar. They rode their bikes from Auckland, on the approx. 200 km run, and home again. They had a great ride visiting a collection of Suzukis in Kinloch.

COMING UP

A few members are heading down to Wellington for their Bi-annual rally.

The guest speaker at February's motorcycle meeting will be Malcolm Stapleton. He will bring his Italian Energica electric motorcycle.

The March meeting guest speaker will be Mark Darrah, who will bring his UK-made Crighton rotary track bike, one of only 25 made; it is worth over \$500,000.

Martin and I are off to Rototuna (18th Jan) for the 90th birthday party of Kiwi motorcycle legend Hugh Anderson.

GUEST SPEAKERS

Chris Hay told us about his Vincent motorcycles, his first was a 500 Comet at 16 and then a few more Comets and 1000 Rapide - all which he still has and have been restored, part of his collection is a very rare 1955 Vincent water scooter called the Amanda, made of fibre glass, powered by a 75cc Vincent two stroke engine, although there were 2000 built, the performance of the early fibreglass was disastrous and only a few boats remain.

In March last year, he won an auction on TradeMe, buying a fire-damaged Godet Egli Vincent 1000. The previous owner had started up the bike when the rear carburettor caught fire. He then jumped off the bike, which toppled over, and petrol spilled from the tank. This caught fire, destroying everything above the cylinder heads. Luckily, the frame, engine, gearbox, clutch, wheels, and the very large 4-leading-shoe Fontana front brake were still usable. Being friends with Norton guru

Motorcycle Section Notes continued

Ken McIntosh, who has an Egli Vincent, that Ken and Kiwi icon Hugh Anderson both rode to many wins over the years, plus Ken has built 25 of his version of the Egli frame, Ken has a frame jig for this, on which they put Chris's frame in to check for any damage, which there wasn't. Chris's 1968 replica frame was made in France by Godet Motorcycles. The entire bike was built by Godet Motorcycles; it has a French Grosset-made electric starter and electronic ignition. Chris sourced a number of parts from overseas to complete the rebuild, and had some help from Ken.

The engine is mildly tuned with 9.1 pistons and has around 60 BHP. The restoration was done in a very short time. In fact, it was finished a few days before it went on display on the Vincent Owners Club stand last September at the Auckland Motorcycle Show.

With the GODET frame, the bike is around 55 kilos lighter than the standard Vincent. Since the rebuild, Chris has ridden only a few hundred miles on it; in fact, the bike has travelled only 2,800 miles from new. It was noted that it is quite a low bike and handles very well.

Chris finished off his talk by answering a few questions from the floor.

Ken McIntosh

Ken started his talk by telling us that, as a 17-year-old apprentice working at Whites of Newmarket, he purchased a Norvin (a Vincent 1000 cc motor in a Norton frame) and, for racing, an Egli frame from the UK. He had to use a small mountain of \$2 postal orders to pay for it.

Using the Norvin's motor, he built a superb race bike. While building the bike, he had a visitor who would be a great help with the Vincent engine work. He was NZ speedway sidecar champion Bill Buckley; they've remained friends ever since.

Once the bike was sorted, it turned out to be a winner, Ken won a lot of races on it, and a few years later ex-world champion Hugh Anderson was to win races on it too, including the New Zealand battle of the twins in the mid 80's, beating modern Ducati, Moto Guzzi, Harley and BMW bikes.

Later on, Ken decided to make his own version of the Egli frame; he has now made 25 of them. Ken is world-renowned now as one of the best builders of the 1962 Manx Norton racers; he has built around 400 Manx frames, which are used all over the world.

He is also known for his famous McIntosh Suzukis, which started with the great Kiwi (Doctor) Rodger Freeth, who won NZ championships and beat the Aussies at Bathurst on these great bikes. Ken has now built around 40 of these great racing motorcycles and has raced all around the world.

Motorcycle Section Notes continued

Ken then talked about Amal Concentric carbs, he said he knows of a great many bike owners that have had trouble with them, with erratic running, so they buy an expensive new one, Ken then told us that the problem is a brass tube that gets blocked with sediment, which prevents petrol flow, it is cast into the body of the carburettor and not easy to access, but when clear all is okay again.

Ken then explained to us the art of crankshaft balancing on a Manx Norton; he learned it from John Jones (New Lynn Motorcycles), who, many years before, had worked at Whites too. In 1950, John was sent by Whites to the UK, where he worked for a month at each of the Triumph, Norton, and Velocette factories.

At present, Ken is working on a Manx crankshaft for an American owner who couldn't find anyone in the USA or the UK who could do the work.

Ken is now doing some work for Soichiro Honda's son. He came here last year with this project. Ken asked him, "Why have you come to me in NZ?" He said that because there are no engineering craftsmen left in Japan now. He did tell Ken that in one of the Honda factories, there were two rows of 50 CNC machines; each machine cost a million dollars. They are loaded with a block of aluminium, and 36 hours later, it comes out as a near-complete engine block.

Martin said that when he was visiting Ken's lockup last week with his grandson, Riley, he saw a 1960s Vespa scooter. Ken said it was his very first transport to work. He carried his toolbox on the running boards, under his legs. It will be restored. It's a far cry from the beautiful McIntosh Nortons and Suzukis, though. Ken, too, answered questions from the floor.

Martin Spicer and Jack Clark



Run to Buckley Systems

We arrived at the clubrooms to find the front car park packed with 35 motorcycles and 5 cars, amounting to 50 people. We set off about 10.45 am for the 10-minute journey to Bill's factory.

When we arrived, Bill was waiting for us. He welcomed us and then told us the history of his company, 'Buckley Systems'. Then he showed us around his many factory buildings. One of the main products they make are giant precision electromagnets that are sold to 90% of the world's silicon chip manufacturers. We were all in awe of everything we saw throughout the factory, the cleanliness of the assembly workshops, the giant CNC machines that turn enormous bits of metal into works of art, plus laser cutting machines. Bill knows everything about what goes on in his factory and how it all works. He really is a very clever man.

As we walked the floors, here and there, we came across some of Bill's bikes, solo and sidecar speedway bikes, a sports Ducati and a McIntosh Vincent. Bill then said he needed to leave soon as he was flying down to Christchurch in a few hours for a speedway meeting. So, we all thanked Bill for taking the time to show us how his great kiwi business worked. By the time we left, we had been there for over three hours. As the guys were leaving, a number said that this was one of the best visits ever. See below for more information on Bill and Buckley Systems.

"Bill Buckley grew up on a dairy farm in North Waikato, discovering over time that he was dyslexic. He left school at 15 to do an apprenticeship as a fitter and turner with Mason Brothers, the biggest ship-building company in Auckland. Today, he's one of New Zealand's most successful tech entrepreneurs. His lists of awards are amazing.

"Bill was in his late 30's when he set up his own business. Within a couple of years, Buckley Systems was one of the first Kiwi technology and engineering companies to open up global markets. Buckley Systems builds precision electromagnets for ion implantation devices used to make silicon chips. Bill is also the driving force behind a revolutionary cancer treatment system that treats head and neck tumours very quickly.

"Speed is Bill's other passion. He has been a NZ national speedway sidecar champion on 1000cc Vincent outfits. He's a national speedway champion who has been battling with the Auckland Council for 20 years to try and save the sport's spiritual home in Western Springs in Auckland. Sadly, the Springs closed this year. Bill is still a driving force at Tauranga's Bay Park Speedway.

"In the late 1990's, he designed and built his own racing motorcycle the BSL, a three-cylinder two-stroke, to compete in the world 500cc GP championship, taking on the Japanese giants like Yamaha, Honda and Suzuki, but just as the bike was getting competitive, the 500 class was dropped and was replaced by 1000cc four strokes in 2005.

"Bill stunned the sailing world with his revolutionary keel design for Maximus; the biggest racing yacht built in New Zealand at the time. He also did extensive design and machining work on critical components for Team New Zealand during the 2000 and 2003 America's Cup campaigns.

"At its peak, Buckley Systems employed close to 600 people in its Mount Wellington factory in Auckland.

“Bill turned 82 last year, and still rises at 6 am every workday, pulls on his overalls and gets his hands dirty on the factory floor, and loves doing it.

“Buckley Systems was founded by Bill, in Mt Wellington, in 1986. It grew from a small engineering firm into a world leader in manufacturing high-precision electromagnets for the global silicon chip industry, vital for modern electronics. And later expanded into medical technology, such as BNCT cancer treatment. The story is one of Kiwi ingenuity, overcoming near-collapse in the 80s to achieve significant global market share (over 90% of ion implanters), driven by Bill’s engineering vision and resilience, all the while keeping his passion for motor sport, earning him numerous national accolades.”

Bill Buckley's Character: He’s known as a hands-on, hardworking entrepreneur with a passion for motor sport (speedway), which influenced his fast decision-making.

His Legacy: A significant New Zealand tech success story, now producing massive scientific magnets and components for accelerators, continues to innovate, and is the subject of a recent biography, *Ion Man*.”

Martin Spicer



Above: Something to look at all around us.

Left: A very large CNC Machine. Large metal blocks are bolted to the bed and come out as works of art.

Opposite Top: Bill talks through processes. A man with immense knowledge.



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?

Christine Nazer

Northcote Point
1930 Ford Model A
1969 Mercedes 280SL

Issac Walsh

Massey
1935 Morris 10/4
1950 Jowett Bradford Utility

Gregory Davies

Waiuku
Nil

Linda Comp

Pukekohe
1951 Ford Prefect

Scott Stewart

Parnell
Nil

Stephen Grey

Papatoetoe
1967 Chevrolet Impala
1967 Bedford VAS Bus
1974 Morris Mini
1966 Triumph Tiger T100

Your Committee & Officers

Chairman

Shaaran Price (Alan) Email: chairman@avcc.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@avcc.org.nz M: 021 678 258
Editor Email: editor@avcc.org.nz

Treasurer

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

Club Captain / Trophy Steward

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

Committee Members

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

Lynda Spicer (Martin) **Social Convener** 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@avcc.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@avcc.org.nz
H: 09 489 2427
M: 021 818 334

Spares Team Leader

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

VIC Officers

John Stokes
Alan Price
Neil Stott
Email: vic@avcc.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

Mid-week Tourers Co-ordinator

Jo Bieleski
Email: midweek@avcc.org.nz
M: 027 943 1545

Insurance

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Club Afternoon:
Clubrooms Open:

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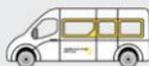
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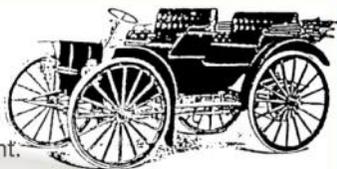


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