

October 2011 Vol 48 No 10



Waikato Branch

# Venture

*Newsletter of the Veteran & Vintage Car Club (Waikato) Inc.*



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## President's Report

Spring is now officially here, blossom is on the trees, bulbs are sprouting up and flowering, berries and buds are on the trees. The other day I was working outside for a couple of days and I could hear a tui singing away in one of the trees next door. The tree was covered in red blossom and the tui was so happy to be gorging him/herself on all the nectar. It is little things like that, that make you realise you don't know how lucky you are, to quote Fred Dagg AKA John Clark.

This issue of the magazine is for the month of October, so now we are planning events around Christmas and talking about the New Year's Day run. Where has the year gone, it doesn't seem that long ago that it was Christmas and New Year's Day. It certainly seems to be that the older I get the quicker time goes by. January 2012 is only just around the corner.

The 2012 International Rally is going to be a spectacular event. The Vintage Car Club of NZ has already had a lot of exposure in the Wanganui district and will receive a lot more. The rally numbers are climbing up and I am sure it will be a memorable event. Marcia and I are fairly new members in the VCC world and we have only attended the 2006 rally in Invercargill, and apart from the one night in the "borrowed" caravan we really enjoyed ourselves. This time we are taking our motor-home down with the Midget in tow and staying at the rally campsite. There will be about seven of us staying there and as it is across the road from Rally HQ, drink driving is not going to be an issue. Marcia won't have to drive home at night. We are going to have plenty of room there; the Waikato Flag will be flying so hopefully we will have plenty of visitors. I would really like to know who is attending the rally from our branch. So if you are going please let me know, tell me, ring me, or email me. I would encourage any new members who would like to attend, but have not registered to just get on and do it. I'm sure you will not regret it. There will be lots of people, lots of fascinating cars, and lots of fun. If you need any more information either go to the rally website [www.vccrally2012.co.nz](http://www.vccrally2012.co.nz) or contact me.

As a branch we do have a very comprehensive programme of activities, we cover all aspects of vintage motoring and social activities. Your committee put a lot of effort into organising these activities for your enjoyment, so it is up to you, the members to come along and join in.

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				Cover : Roy Rowe's 1938 Ford V8 60 Hillbilly Period Special

To all new members, a very big welcome; you are members of one of the best branches in VCC of NZ (if not the best, but I am biased). We all hope you will enjoy yourselves, have fun, be happy. I hope that we will all get to know each other better as time goes on.

My film career is very close to starting, so watch this space; October is "HOBBITT" month. After it is all over there will be photo sessions and autographs available at the clubrooms!!!.

That's all from me.  
Keep smiling and keep left.  
Graham Pate.

## WELCOME TO NEW MEMBERS

Bob & Shona Gill - Riley RMB & Rover P5B  
Alan Day & Helen Moffat - Ford Model A  
Robin & Jan Saywell - Morris 8  
Robbyn Storey

We hope that you will enjoy the club and it's many activities

## NEW YEARS DAY - MARK THIS ONE DOWN

**TAKE A TRIP ON THE HISTORIC (EX  
WANGANUI RIVER) STEAM PADDLEBOAT ON  
LAKE MARAETAI. BOOKINGS WILL BE  
ESSENTIAL AS LIMITED TO 48 PERSONS. COST  
\$15PP FOR A 2 HOUR CHARTERED CRUISE**

**Contact Eric on 07-854 0361 for more information**

## Secretary

Issues #11 and #12 of the Wanganui Rally newsletter 'Wobbly Wheel' are now in our newsletter rack and on the rally website.

On the Club's behalf, Peter Spiller recently applied for funding from the Waipa District Council's Cambridge Community Fund and we are now advised that \$500 has been awarded for administration purposes.

A new VCC National Membership List is now available which carries details correct to 14<sup>th</sup> September of VCC members nationwide who have not elected for their details to be suppressed. Copies in CD or print form are available, the latter being about \$25 each - see me if you would like one.

Copies of the minutes from the recent National Executive and National Management meetings are also available - make it clear if you would like a mailed or e-mailed copy when requesting. National AGM minutes will be found in with your copy of the October/November issue of Beaded Wheels.

The FOMC (Federation of Motoring Clubs) newsletter often has good articles on proposed or actual legislative changes relating to motoring - again you can get a copy from myself on request, or find it at the newsletter rack.

If you change your vehicle's number plate, due eg. to loss or fitting a personalised number, what do you do about your VIC?

There are two options:

- i). Advise National Office, who will record the change on the club database and you keep your existing card until it comes up for renewal.
- ii). Return the old VIC to National Office together with 3 copies of a new photo (3/4 view 90 x 130mm showing the new number) and a note of explanation confirming the new number and they will issue you with a new card.

I have entry forms for the Auckland Branch 'Hunua 100 Rally' (22<sup>nd</sup>/23<sup>rd</sup> October), Auckland Branch Motorcycle Rally (11/13<sup>th</sup> November) and the VCC 2012 Rally in Wanganui (16/26<sup>th</sup> January 2012).

Bob Hayton

**The information in this newsletter and on the club's web site, is supplied as a service to club members. Articles and other copy of interest are always welcome and encouraged. The opinions expressed in this newsletter and on the club's website are those of the author alone. Neither the club nor any of its officers accepts responsibility for the accuracy of any statements or opinions.**

## Club Captain

The Long Touring Weekend to Awakeri Hot Springs and Opotoki organised by Graham Pate went very well and the 22 people who attended had a great weekend.

The Kairangi Hill Climb on Sunday 11<sup>th</sup> September went well despite the poor weather conditions. The 20 entrants managed to get in one practice run and six competitive runs in amongst the showers. The marshals deserve a medal as they would have been pretty cold by the end of the day.

October the 1<sup>st</sup> is our popular PV Rally organised by Paul & Carol Fussey. This should be a great event finishing with an evening meal at the clubrooms.

'Brits at the Beach' at Tairua on Saturday 8<sup>th</sup> & Sunday 9<sup>th</sup> October should be a great weekend with lots of activities arranged by the organisers. We are planning to meet at 'Woodlands' at 10am for a coffee on the Friday morning and head for Thames on a route plotted by Ian & Jenny Patton. On the Saturday afternoon there will be afternoon tea and cucumber sandwiches available from the Rogers residence. Please contact me on 07 854-0361 for more information.

November 5<sup>th</sup> is the Veteran Rally which also includes rear wheel braked vehicles and is being organised by Paul & Louise Clark, with Lorraine Cossey as Rally Secretary.

Our big fundraiser for the year is the swapmeet on Sunday 20<sup>th</sup> November. Please phone to offer your assistance to our organiser Les Webster on 07 887 4954.

Happy Motoring  
Eric Rogers

## VCC Insurance Scheme for Eligible Club Vehicles

All vehicles entitled to be included in The Vintage Car Club of NZ (Inc.) criteria are eligible for the scheme provided they are not an every-day use vehicle, or used at all for business purposes. Cover is arranged through the Auckland offices of Vero Insurance Limited by telephoning the toll-free number 0800 505 905. The cover options provided are;

- a) Full Comprehensive Accidental Damage for Restored Vehicles (inc. road use).
- b) Fire, Theft and Accidental Damage for Vehicles Under Restoration (referred to as 'Restoration/Storage Cover'). There is no road use cover under this option.

**PREMIUMS** These are at extremely favourable rates and are much cheaper than normal comprehensive motor vehicle insurance. A discount of 30% will be allowed off the second and subsequent vehicles provided the vehicle with the highest company premium is taken as the first vehicle, and vehicles must be insured together on the same policy. This system now applies to Motor Car and Motor Cycle policies also.

**HOW DOES THE SCHEME OPERATE** The vehicle may be covered for 'Market Value' or for 'Agreed Value'.

**Market Value.** The owner insures the vehicle for a stated insured value. If a vehicle is damaged by accident or fire to the extent of a total loss being established, a valuation of its PRE ACCIDENT VALUE at that time is obtained by Vero and this is the amount payable to the member, OR the SUM INSURED, whichever is the LESSER. e.g.

Sum Insured	\$10,000
Assessed Pre-Accident Value	\$13,000
Amount payable as total loss	\$10,000.

This illustrates the importance of REGULAR REVIEWS of the sum insured on the member's vehicle(s), in accordance with market values.

In the event of a TOTAL LOSS, a member may elect to keep the wreck for the amount equal to the highest tender received by the insurers. Examples:

1. The highest tender received by Vero is say \$2,400. If the member wished to retain the wreck at the tender value of \$2,400 he would receive the maximum payment of his sum insured \$10,000, as the total does not exceed the \$13,000 Pre-accident Value.

Pre-accident Value	\$13,000
Less Wreck Value	\$ 2,400
Balance	\$10,600
Maximum payment (Sum insured)	\$10,000

2. The highest tender received by Vero is say \$4,000. If the member wished to retain the wreck at the tender value of \$4,000 he would receive payment of \$9,000, the balance between the wreck and Pre-accident value of \$13,000.

Pre-accident Value	\$13,000
Less Wreck Value	\$ 4,000
Balance Payable	\$ 9,000

**Agreed value:** The other option is to insure the vehicle for an agreed value, but a valuation must be obtained. This means that in the event of a total loss the agreed value is paid without any further valuations or cost justification. The premiums for agreed value are no greater than market value and therefore are a better option in most cases. When a vehicle is insured for agreed value a new valuation must be arranged with the Branch Valuer *every two years* and prior to renewal of the insurance, otherwise the policy will revert to market value.

If the vehicle is being insured for 'agreed value' arrange a time for the Branch Valuer to make an inspection. The Branch Valuer should complete and sign the VALUATION FOR INSURANCE form. The completed form will be given to the member to send in with his application. THE VALUE SHOULD BE WHAT THE VEHICLE COULD SELL FOR IN NEW ZEALAND ASSUMING NORMAL MARKET CONDITIONS, i.e. where the average buyer and seller would agree on a price, NOT WHAT IT MAY COST TO RESTORE. Vero reserve the right to question any value they feel is unrealistic.

Editors Note - This is an abridged version of the scheme as described in the VCC Branch Manual. For the full version please refer to the Branch copy of the manual available in our library or on the national website.

## 1938 FORD V8/60 HILLBILLY SPRINTER PERIOD SPECIAL

### The Car That Never Was! But Could Have Been And Now Is

This period special was built up originally around the turn of the century by Greg Terrill out of a few 1951 Ford Prefect parts – motor, gearbox, front and rear axle and steering box. Greg built the chassis out of box section and prefabricated the body out of half inch square framework, covering it with aluminium panelling. It was a fun car.

He then proceeded to participate in a few club hill climbs with it. I remarked it looked rather fun but it needed a V8 motor. Greg said he was building a



new car so I may as well buy this one and put a V8 in it!! That sort of put me in my place and presented me with a bit of a challenge.

About the same time Jon Wenham made me aware of a rebuilt 2300cc V8/60 motor available out of Las Vegas, USA, another challenge. Anyway, the deal was done with Greg and during a test run

down his driveway I just kept driving around the block and carried on home keeping in mind it wasn't road registered; made it more of a thrill.

The V8/60 engine eventually turned up via Gary Martin (Grease), Chris Shelley's son-in-law, and was dropped into the chassis with a Lincoln Zephyr gearbox. At this stage Greg claimed the Prefect motor and gearbox back for his new car.

We (Mark Olsen and I), changed the cockpit opening, opened up the bonnet sides, fitted twin exhausts, changed the grille, fitted a tail fin, track rods, belly pan, wider rims/rubber, and took 11 inches out of the chassis behind the front axle. It now looked quite a bit meaner.

Everything fell into place quite well except the steering column which we had to put over on the left hand side, running level with the chassis, with universal joints up to the central steering wheel. Although it was a single-seater, shifting the steering box over to the left of course made it a left hand drive vehicle!!

It's been a lot of fun. Keeps me young and alive, so far. Mostly hill climbs, about 35 over the last four years, all over the country, and about four race track meetings.

We are still growing and broadening our experiences.

**Driven by Roy Rowe**



---

**December Club Run  
Sunday 04 December**

**Pukemiro Bush Tramway  
5km return journey.**

**Unlimited rides on day ticket.**

**Light refreshments and souvenirs available**

**The train departs hourly from 10:30am.**

**Meet at the “Mega” hardware store at  
“The Base” at 10:00am and travel out to  
Pukemiro in time to go on the 11:30am trip,  
have lunch and travel home at leisure.**

**Tickets \$10 per adult, \$5 per child**

## 2011 Kairangi Hillclimb Report

A smallish entry due to other competing activities and several late withdrawals reduced the size of the field this year - noticeably absent were any veterans, vintages or Austin 7 Specials. A pleasing aspect was that over 55% of entries were Waikato Branch members, as well as pretty well all of the marshalling, organising and helping personnel. This gives a feeling that we are on the right track with this event, clearly witnessed when you see the enthusiasm and interest shown even at scrutineering and at the lunch break.

The oldest machine on the day, a 1933 MG 'K1' brought along by John Hancock from Papakura, was also the most eye-catching, being awarded 'Best Presented Vehicle' at the end of proceedings.

A few weeks before the event was due to take place, organisers found that the section of Kairangi Road to be used had been resealed with tar and chip. Large amounts of gravel were spread across the road surface which necessitated organising a re-sweep by Waipa District Council. Even so, some further hand sweeping was still required on the day. Despite the new surface and later increasingly wet conditions, times were still respectable with a third of the runners managing to get under the 40 second mark.

With practice over and the serious business underway, Aucklanders Craig Laing in his Buckler led the field in each of the three rounds before lunch. Rob Simpson running in the Whitcoulls Mini-Cooper 'S' put up some consistently good times at his first Kairangi appearance, as did another first-timer, Craig Dawson from Tauranga campaigning a tidy Vauxhall Viva of similar late 1960's vintage.

By the second round, Roy Rowe had finally got the electrons flowing in the right direction to lead the Period Specials in his Ford V8/60, but Joe Bruntlett never did overcome the gremlins inhabiting the works of his Ford 10 engined version.

The father and son Rattray team effort in the one A40 Farina required constant number swapping and some quick motoring around the Kairangi Loop to ensure that both got to compete in all six runs on offer. Steady improvement throughout the day brought Austin the 'Most Improved Time' accolade and finally a 1.3 second margin over Dad.

Mr. Consistency this year turned out to be Geoff Wilson running his pretty little green MG 'TC', while Clive Robertson again hung on to the 'Best Waikato Member Time' award in his now 'For Sale' Toyota Corolla Levin HRV weapon.

The spirit of this event is epitomised by Steve Payne, who cleaned up and campaigned an early '60's Riley 1.5 which had long languished in one of the sheds on Chris Empson's Pokuru farm. Is there anything else still down there, Chris? A disappointment to onlookers was the withdrawal of the two XK150 Jaguars due to

sickness - one of the driver and the other of the car, which earlier ran into problems at scrutineering.

Tauranga's 'Wattie' Watson intrigued everyone as always. Pumping diesel into the exhaust as he left the start line creating clouds of white smoke left onlookers wondering if the engine of the Triumph 2.5 was about to spectacularly blow up.

All in all a great day, with plenty of interest and social warmth thanks to the efforts of entrants, marshals, officials and assorted other helpers. Thank you to you all.

Bob Hayton



**Thank you to all the marshals  
and helpers who helped out on  
the Kairangi Hillclimb.**

**Chris Brown**

**Swapmeet - Sun 20th Nov  
Cambridge Raceway**

**Gates Open 7.00am**

**Sites \$10.00**

**Buyer/Seller \$5.00 each**

**Helpers Needed:**

**Gate/Parking Marshals**

Contact Les Webster - 027 227 4954

or 07 887 4954 after 6pm

This is our main annual fundraiser  
so please help if you can

<b>OCTOBER</b>	Sat	1	PV Rally
	Wed	5	Committee Meeting
	Sat-Sun	8-9	Brits at the Beach, Tairua
	Wed	12	Club Night - Sue Arthur from 'Over the Moon' Cheesemakers
	Sun	16	Motorcycle Run
<b>NOVEMBER</b>	Wed	2	Committee Meeting
	Sat	5	Veteran Rally
	Wed	9	Club Night
	Sun	20	Swapmeet - Cambridge Racecourse
<b>DECEMBER</b>	Sun	04	Club Run - Pukemiro Bush Tramway See Page 9
	Wed	07	Committee Meeting
	Sat	10	Christmas Social Evening
	Sun	11	Motorcycle Run
	Wed	14	Club Night



**CLUBNIGHT WED 12 OCT**

Sue Arthur from 'Over the Moon' Cheesemakers in Putaruru will enlighten us all on the intricacies of making specialist cheeses.

There will be samples available to tempt your taste buds.

**SAT 08 OCT**

Te Aroha RSA are having their 80th anniversary and issue a warm welcome to any VCC members to come along in their late 20's early 30's cars to celebrate the occasion at the Te Aroha RSA clubrooms at Rewi Street. WWII military vehicles will also be on display

## Events Ahead

Away

<b>OCT</b>	Fri-Sat	7-8	Canterbury Swapmeet
	Sat-Sun	22-23	Auckland Hunua 100
<b>NOV.</b>	Sat-Sun	5-6	Far North Tour
	Sat- Sun	12-13	Auckland Motorcycle Rally & Swapmeet
	Sun	27	South Waikato TTT
<b>DEC</b>	Sat	03	North Shore Swapmeet

### AUCKLAND V&VCC "HUNUA 100" - 22-23 October

**Start and Finish: Karaka Sports Complex (40km south of Auckland) Blackbridge Road, Karaka (Take Drury off-ramp)**

**There will be a Touring section for those who don't want to be competitive. For motorcyclists, there will be a poker run with no gravel or silent checks.**

**Come on Waikato members - lets go and support our neighbours in the way they support our 50/50.**

**Also there is the Auckland/Waikato Trophy to be competed for - so let's bring it home!!**



Snapped recently on the Awakeri Weekend Tour which also took in the Silent Film Festival at Opotoki. The glamorous couple on the left took away 'Best Dressed' prize.

## VCC Taranaki 34<sup>th</sup> (or 35<sup>th</sup>?) Annual 'Rubber Duckie'

Participant numbers were down over previous years, with a total of 47 bikes, sidecars and one Morgan entered to take part. Neville and I were the only listed participants from the Waikato, on our 1969 Velocette Venom. I'm not sure if this is just a sign of the times or it may have something to do with the fact that last year's Rubber Duckie was held during one of the most ferocious storms seen for many years. Eventually the 2010 Rally was abandoned when a flying roof and numerous trees along with downed power lines closed roads. The forecast for this year's event wasn't that great either. BUT forecasters can get it wrong!

The trip down to New Plymouth on the Friday afternoon was a bit hit and miss but with good timing, and some lucky stops between the often heavy showers, we made it on the bike from Hamilton only a bit damp around the edges. When we met up with several other participants, at our regular café mid-ride late lunch pause on the southern end of Te Kuiti's main street, it became apparent that most other non-region participants were transporting their bikes by van or trailer. Paul & Jean Hayes, fellow Velo riders from Auckland, were kind enough to carry our side panniers the rest of the way, lightening our Venom's load a bit and saving them from a later heavy shower.

After Te Kuiti we picked up Joe & Kolene Warmerdam (from Rotorua) at the junction before PioPio and decided to take a slight detour, turning left in the middle of PioPio to take Aria Rd (past their local museum which is worth a visit). This road winds its way through some very picturesque countryside littered with limestone formations and past the Wairere Falls dam before coming back out on SH3 at the top of the hill above Mahoenui and is well worth the extra twenty or so minutes. We then continued on our way down to New Plymouth pausing at the Mud Bay Café in Urenui for an excellent cup of coffee and to avoid most of another heavy shower.



John Williams and grandson Ethan Tritt in the 1937 Morgan Supersports. John and Jill (who rode a 1950 Triumph Speedtwin) are regular participants at VCC Rallies.

This fairly new café just off to right, beside the Four Square, was a good find. At 4pm we arrived between meals but were still made to feel welcome and order coffees and nachos to warm us up. The interior was like an old fashioned church but with lots of windows, a large fire, comfortable settees as well as tables and some quite unique architectural design features. Mud Bay Café is definitely a place that we intend to revisit in the future.

Maybe we shouldn't have taken the picturesque detour, or maybe we should have just filled up with petrol somewhere along the way, anyway not long after passing Motunui the Venom started to miss and Neville changed over to reserve. Thinking

that we would be able to make New Plymouth he decided not to turn off to Waitara. Just short of the Airport the bike spluttered and went silent. After dismounting and tipping it over so that all the remaining fuel was over the fuel tap we managed to get going and make the next petrol stations forecourt. Anyway 10 minutes later and with a full tank we continued the remaining few kilometres to the Top 10 Holiday Park at Fitzroy, where the Rubber Duckie Rally is run each year. Most other participants had already arrived and were already settled in. Once in our room, unpacked, showered, and all our riding gear hung around to dry off we went down to the dinner before excusing ourselves to return to the room and watch the All Blacks dispense with the Cherry Blossoms at Waikato Stadium.

Saturday looked promising when we got up and only got better as the day progressed. Wet weather gear was worn but more as a precaution, as Taranaki weather is notoriously fickle, and to retain the body heat as it wasn't that warm. The Morgan was followed by the sidecars and then it was our turn to start. This year's route headed back northwards winding its way through the countryside and over the Bertrum Road restored suspension bridge before ending up at the Mimi Hall for a delicious morning tea in the sun.



We then turned down Mimi Rd, the local stock route. This road was our first look at the gravel component of this year's rally and included a unique culvert bridge where the handrail was decorated with several hides the first one complete with pig's head, which greeted you as you rode onto the bridge - definitely back country. We then continued north until turning off to the right at Uruti and following the Uruti Rd which eventually looped back to rejoin SH3 at Waitoetoe, by always veering to the right and avoiding no exit roads. On this loop, which once in-land was largely a hard-packed dirt road punctuated with the occasional patch of interesting gravel, is the Uruti Tunnel which was built in 1923 and is around 70metres long, 3 metres wide and 5 metres high and has timber trusses every couple of metres supporting the roof. The tunnel was cut through highly unstable papa clay and in 2010 much needed major repairs were undertaken, taking many months, to stabilize the walls and roof including shot spraying concrete and adding new vertical timber supports to each ceiling truss. Unfortunately one rider came down in the tunnel and broke part of his clutch lever assembly effectively finishing his rally, and earning the hard luck prize.

From there we continued our way to Waitara for lunch where it became apparent that many had gone astray. Being the editor of the Velo Newsletter I selected my lunch and then went outside and awaited the arrival of the remaining four Velo entrants, one had already arrived at lunch in the van after a couple of issues saw him

*(Continued on page 16)*

elect to return to the camp and change vehicles; and I waited and I waited. I completely missed two who came in from the wrong direction and we finally left, quite a bit later than our allotted start time, after a just noticed leaking fuel tap repair, without having seen the other two.



We headed off on the afternoon route beside a river and more dairy farms speckled with capped gas and oil exploration drill sites and the occasional active drilling rig. I'm afraid that this navigator got totally distracted trying to take some good on-the-move photos of the mountain which looked magnificent, so we missed all bar one of the afternoons silent checks and I guided us on a slight detour into an industrial area where we stopped and corrected ourselves.

Prize-giving which is held each year at the Fitzroy Golfcourse, was once again a light hearted affair complete with some good company and a great meal. We received a second placing in the Post 60's class and Joe and Kolene reluctantly accepted first place in the Invitation Class, after initially declining and pointing out that they were not on their entered '75 Honda Gold Wing (which Joe found had a frayed clutch cable on Friday as they were due to leave) but were in fact on their very modern BMW. The committee's consensus was that they had still made the effort to come and they deserved the prize, and most importantly the committee hoped they'd enjoyed themselves enough to return next year, hopefully with the Gold Wing.



Thanks go to all the organisers (and their many helpers at the numerous checkpoints) for showing us even more of the beautiful countryside around the Taranaki. From what we've been told by Martin Spicer (one of the organisers) the upcoming VCC Auckland rally in November and

plotted by a fellow Velo owner (Ernie Williams), will be just as good. Hopefully we'll see some more Waikato participants.

**Cheryl Mickleson**

Here is a link to the Golden Era Automobile Association which has some really interesting articles on it.

**[www.geaaonline.org](http://www.geaaonline.org)**

## Commercial News

After our recent reasonably successful Commercial Day, it seems time to think about our next event. We have Saturday 17<sup>th</sup> March on our Club Event Calendar with the thought that the Sunday could be added as well. It has been suggested that perhaps our Branch could pick up the concept of a Commercial Campout over the weekend. Auckland Branch ran this concept for a number of years with good support from other branches. If there are any thoughts or support for a campout please discuss this with Bryan Cossey or myself 027 2726319.

On our last Commercial Day we visited a creamery (that separated cream from milk to be used for making butter) which made me think of all the vintage vehicles that made up the Dairy Industry. The first were one horse pulling a dray (shafts and two wheels) transporting milk to creameries or small cheese factories from the milking sheds. Dairy herds were very small with the dray managing the weight easily. Most herds were hand milked. This changed quickly in the early 1900's. The steam-powered creameries disappeared, milking machines with separators became the norm and the cheese factories became large as did the dairy herds.

With the advent of on farm separators the cream truck became the backbone vehicle of the industry for some 50 years. As the trucks got faster, the industry was able to expand further into the backblocks where land was suitable for dairy farming. The cheese factories also expanded with the milk producers taking their own milk to the factories. The horse and dray being replaced by two horse wagons and then to the farm truck. These farm trucks had a character of their own. Farmers did not require a certificate of Fitness in those days for these vehicles but they should have been registered. Many farmers found that they went no better being registered and there were more important farm expenditure items than registration. This made a fun day (sort of) when the traffic cop turned up at the factory. Most farm houses and milking sheds had the phone on. Party lines used 5 rings, everybody picks up phone -"COP AT FACTORY". Where the horses were still on the property they were caught and harnessed up, milk loaded onto wagon, truck stays at home. Those farmers with legal trucks, just kept trucking till all the neighbour's milk got to the factory. The factory managers were far from happy but no illegal farm trucks got caught.

The cream trucks were also colourful vehicles. The local carrier had a contract with the Dairy Company to pick the cream from the farm gate and transport it to the factory. But these trucks also bought out groceries, small farm goods and of course cartons of cheese. It was common for younger family members to get a ride home on the 'cream truck'. Some also doubled as school buses. These had a roof over an open-sided body with some seats. After WWII new vehicles started to appear usually 3 ton capacity Fords and Chevrolets. As was the norm in those days these trucks carried at least 5 tons. Although a few semi-trailer units were used, the tradition cream truck was a 4 wheeler.

*(Continued on page 18)*

While of not so much interest to us, cream was also collected round harbours, bays and up and down rivers. The cream launch carrying the same goods as the trucks to and from the farms. The cream launch's history serving the farms on the Mokau River is well documented. One of these vessels turns 100 years old next year and is still running the Mokau as a tourist venture.

The 1950's saw vehicles change for ever. Gone was milk to butter or cheese only and the range of products grew. Gone also was cream collections and the smallish local cheese factories. Milk was collected directly from the milking sheds by tankers. The first tankers were single axle semi-trailers (artics). The English built General Motors product with Bedford being the most commonly used tractor unit and nearly all were operated by the Dairy Company. The Dairy Companies by this stage were all co-ops (owned by the farmers in the area). The little tankers with about 10 ton capacity became bigger and more efficient as the whole industry grew and the factories became huge and many, many miles apart - a far cry from a factory every few miles throughout dairying land.

Terry Pidduck

## Veteran Rally 2011

Saturday 05 November



Calling all Veteran and  
Rear Wheel Braked Vehicle Owners  
Join us for an afternoon of frivolous fun in the sun  
Period dress encouraged

Entry forms available from  
Rally Secretary - Lorraine Cossey Ph 07 827 7710

## Motorcycles

Our next run will be on the 16 of October when we will visit The Waikato Armoured Museum at Des O'Sullivan's place at Rotongaro near Huntly.

We will meet at the Flagstaff Shopping Centre's Car Park at 10.30 and will leave at 11.00. We will then ride on back roads to Fred Rix's home which is just outside of Huntly where we will have our lunch (so don't forget to bring it) and view his collection of bikes etc.



After lunch we will leave at about 1.30 and travel a short distance to Des's place. As this Museum is a Charitable Trust we have been asked if we would each make a donation, which I am sure you will not mind.

As most of you know the Waikato Branch has run a Motor Cycle long Touring Weekend every other year to the National M/C Rally. Next year the Auckland M/C Section will be running this event and it will be on the 24-25-26 of February, and will be based at Miranda Hot Springs. Please put this date in your diary and entries will be sent to those that have been on past Tours and I understand they will be limited to 40.

See you all on the 16<sup>th</sup> October and please don't forget your lunch and something for the donation.

In the mean time, Safe Riding  
Peter Spiller



Spotted recently at the Cambridge Town Square - this car load of hooligans was obviously up to no good!

## Market Place - For Sale

1930 Citroen C6F Saloon, 2.5 litre, 6 cylinder, r.h.d., r.w.d., rare English assembled model. Full no expense spared restoration completed 1998. Registered, WOF, reliable, excellent condition throughout. \$30,000  
Further details: Jim 07 856-0191

1934 Morris Minor 2 door sedan. 3/4 restored from chassis up. Spares. Genuine enquiries only. \$5,500 ono. Contact: John Kelly 07 871-9527

1916 6-cylinder Oakland engine with flywheel and bell housing. Fairly complete - exposed valve train model. Call to discuss: Colin Dray 07 858 4322

Car Transporter Trailer. 5'10" wide x 9'7" Long. Tilt deck with attached ramps. Single axle Duratorque suspension with new tyres. Winch and jockey wheel. \$2,500 ono. Contact Jim Madgwick - Matamata 07-888 0772

For Hire: 3 x Tandem axle Car Transporter Trailers at "Mates Rates". Contact Jim Madgwick - Matamata 07-888 0772

1948, Morris 8 Series E. All in original condition, WOF, Reg, 58k miles on the clock. Runs very well. Also have 6v battery charger to go with it. New tyres, new battery.  
I bought this for \$4,500 and spent \$750 to put a new diff and about \$200 for a new battery but I am happy to sell this for \$4,000. Any offers will be considered  
Contact Cyril 09 928 8714 or 027 496 7859

1952 Ford Prefect . In restorable condition. \$300 ono  
Contact Doug Williams 07 823-2663

Ford Anglia - Late 40's, early 50's. Needs restoring. Offers  
Contact: Tracy Rutherford 07 887 5150

I have a 1933 Austin 10 which is in need of a new owner as well as a major rebuild. If you have anyone interested please contact me at.  
Alan Brown (Auckland) 027 459 7745 or 09 579 5891

1966 Chevrolet Impala 4 door sedan. Very good condition Rego and Warrant Located in Christchurch area. Ring Gordon on 07 889 3628

Tyres: Eight 600 x 16 cross-plies with various tread depths and some tubes. No reasonable offers refused. Contact John at 07 889 6041

Honda 50 motorcycle for parts. Complete bike. \$50.00 the lot. Contact: Carl Gaudin 07 871 5969

1960 Morris Minor - Heaps of parts for sale including Motor, Guards, Doors, Bumpers, Handles, Wheels Hubs etc. Ph: Murray Baker 07-855-9995

1981 Honda 125 Twin. Reg on hold, WOF to Oct. \$600 ono. Ph: Murray Baker 07-855-9995

1948 Ford Anglia for restoration. Rough but complete - as is/where is in Huntly. Offers to: Fred 021 0565 789 or 07 828 9449

Vehicle storage available in Tamahere. We have secure covered storage for up to 16 cars at \$15/vehicle/week. To view, or for further details please contact Rosemary Whyte, 07 856 0036 or 021 235 3804

Storage available - 114 Pickering Road. Fully enclosed shed holds 12-18 cars with connected power. Please call Dennys 07 827 1910

### **Wanted**

Hydraulic bumper lift jack suitable for raising and lowering the deck on a car transporter trailer Contact Jim Madgwick - Matamata 07 888 0772

Morris 8 Petrol Gauge. Murray Baker 07 855 9995

Morris 8 series I or II carburettor wanted - must have a 1" throat. Early veteran clutch, gearbox to suit light car, preferably De Dion Bouton but anything will be considered. I am also looking for some second hand brown leather seat upholstery, perhaps someone has restored a car and is throwing out the old leather. I am restoring a period special and need it for the seats. Contact: Peter Fulton 07 827 0823 or [peterfb@clear.net.nz](mailto:peterfb@clear.net.nz)

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