

# KLAXON

THE VOICE OF THE VINTAGE CAR  
JULY 2019



*New member Shane Goldthorpe 1967 Pontiac Firebird*

**BAY OF PLENTY VINTAGE CAR CLUB (INC)**

Email: [bayofplenty@vcc.org.nz](mailto:bayofplenty@vcc.org.nz)

WEB SITE: [www.bayofplentyvintagecarclub.com](http://www.bayofplentyvintagecarclub.com)

**COMMITTEE**

<b>CHAIRMAN</b>	KEN FREW (DIANE)	07 5764263
<b>PAST CHAIRMAN</b>	JIM SMYLIE (KAAREN)	07 5764180
<b>VICE CHAIRMAN</b>	KERRY WILLIAMSON (MARY)	07 5734207
<b>SECRETARY</b>	MICHAEL THORMAN (JANE)	07 5444291
<b>TREASURER</b>	KEITH PERKINS (JANE)	07 5781231
<b>COMMITTEE</b>	BRIAN PRATT (CINDY)	07 5447952
<b>COMMITTEE</b>	STEVE TITMUSS (MARION)	07 5520794
<b>COMMITTEE</b>	LINDA DOWNEY (DOUG)	021 02777931
<b>COMMITTEE</b>	DOUG BROWN (LINDA)	021 668117
<b>COMMITTEE</b>	JOHN PAYNE	07 5706084
<b>COMMITTEE</b>	KAAREN SMYLIE (JIM) 021664341 or 07 5764180	

**OTHER ELECTED OFFICERS**

<b>CLUB PATRON</b>	JACK HOVEN	07 5766222
<b>HALL HIRE</b>	KAAREN SMYLIE (JIM)	021 664341
<b>LIBRARIAN</b>	YVONNE BECK (PAUL)	07 5748482
<b>PARTS SHED</b>	JACK ANDERSON (MERILYN)	07 5766346
<b>PROPERTY MANAGER</b>	JACK ANDERSON (MERILYN)	07 5766346
<b>NAME BADGES</b>	DAVID JOBLIN (NOLA)	07 5441690
<b>NEW MEMBERS</b>	ALASTAIR JONES (GWEN)	07 5761124
<b>SWAPMEET</b>	KEN FREW	07 5764263
<b>VIC CERTIFICATION</b>	ALASTAIR JONES (GWEN)	07 5761124
<b>VIC CERTIFICATION</b>	IVAN ALLEN (YVONNE)	07 5432629
<b>APPAREL</b>	LINDA DOWNEY (DOUG)	02 102777931
<b>KITCHEN</b>	LYNDA MANNING (STEVE)	07 5779104
<b>WELFARE</b>	LINDA DOWNEY (DOUG)	02 102777931
<b>HONORARY SOLICITOR</b>	PETER BUTLER (MARION)	07 5756892
<b>WEBSITE</b>	PAUL BECK (YVONNE)	07 5748482
<b>KLAXON EDITOR</b>	PAUL BECK (YVONNE)	07 5748482
<b>FACEBOOK</b>	DEIDRE RENNIE (TONY)	07 5767073
<b>SAFETY OFFICER</b>	BRIAN PRATT	07 5447952

**KLAXON EMAIL: [klaxoninfo@gmail.com](mailto:klaxoninfo@gmail.com) Fax 07 5746482**

**CLUB WEBSITE: [www.bayofplentyvintagecarclub.com](http://www.bayofplentyvintagecarclub.com)**

**SECRETARY EMAIL: [bayofplenty@vcc.org.nz](mailto:bayofplenty@vcc.org.nz)**

**For anytime Club enquires:**

**Kaaren Smylie (Committee) 07 576 4180 or 021-66-43-41**

**FACEBOOK [bay of plenty vintage car club](https://www.facebook.com/bayofplentyvintagecarclub) (Public page)**

## Bay of Plenty Vintage Car Club

The Club Rooms are located at 29 Cliff Road Tauranga.  
P O Box 660, Tauranga, 3144.

Key contacts are—

**Chairman**— Ken Frew 07 5764263 Email: kenanddiane@xtra.co.nz

**Secretary**— Michael Thorman 07 5444291 Email: bayofplenty@vcc.org.nz

### Monthly events—

Club night (except January) 2nd Monday **Start time 7.30pm**

Mid week run. Wednesday following the club night

End of the month run. Held on the last Sunday of the month.

Committee Meeting. Last Monday of the month

Noggin 'n' Natter 4th Tuesday at 6pm

### Location Sequence of Noggin 'n' Natter

1. *Tauranga*- Tauranga Citz Club, Cameron Road. Organiser Jim Smylie

2. *Te Puke*— This is at the moment under review Contact is Paul McIndoe 5733328

3. *Tauranga*- Tauranga Citz Club, Cameron Road. Organiser Jim Smylie

4. *Katikati*- Forta Leza Café, SH 2, Katikati. Contact Owen Smith, phone 07 570 2000

**If your birthday falls in this month please remember it is your turn to provide a plate for supper.**

Our thanks go to last months birthday people for the food provided.

**PLEASE remember to wear your name badges to all events.** They can be ordered from David Joblin phone 544 1690

**LIBRARY HOURS**— The library will be open on club nights from 7pm. Also on most Monday mornings until midday Yvonne & Paul work in the library and members are welcome to call in to search for or return books. If making a special trip please phone beforehand to ensure they will be there, phone at home on (07 574 8482 or 027 6098510)

## HELP US HIRE OUT THE CLUBROOMS!

CONTACT KAAREN SMYLIE 07 5764180 OR 021 664341

## Hall Cleaning Roster Volunteers

We all use the hall.

If you have forgotten to add your name just email the Klaxon or contact Kaaren or Jack and they will do it for you.

**July:** *Janice and Stephen Belcher*

**August:** *Sandy Piercy and Paul Lett*

**September:** *Alastair and Gwen Jones*

**October:** *Knud and Kay Nielsen*

Please enter you name on the notice board list if you are able to help.

All that is required is a once a month clean taking about 2 hours.



**BOP VCC Local Events**

**Mon 8th July** Club night.

**Wed 10th July** Mid week run. Details to be advised.

**Tue 23rd July** Noggin and Natter. Te Puke. Details to be advised.

**Fri 26th July** Movie Night. The Lady in the Van.

**Note the change of date for the End of the month run.**

**Sun 4th Aug** End of the Month Run combined with Waikato.

**Wed 7th Aug** New members evening. Details to be advised.

*Details of runs etc. will be advised in the weekly buzz.*

End of the Month run is to combine with the Waikato VCC  
for a shed raid.

This run is organized by Jim Smylie and Theo de Leuwn

Details will be advised in The Buzz for this event.

Book the date - 4th August

**Movie Night - Friday 26th July**

**The Lady in the Van**

**Maggie Smith and Alex Jennings**

Based on a true story of Miss Shepherd. A woman of uncertain origins temporarily parks her van in Alan Bennett's driveway and proceeds to live there for 15 years.

**Hall opens 6pm - Movie starts 7.30pm. Bring along a meal and your favourite tippie then sit down to watch a real classic movie**

**A request from a founding member of our club**

We have received a letter from Tony James the founder of the BOP branch, and he asks that we give you his address as he would like to hear from anyone who remembers him. He is about 92 and still drives on short runs in good weather. He counts his blessings and one of these is going to funerals which are not his own!

His Email is --[anthonyjames574@gmail.com](mailto:anthonyjames574@gmail.com)

He is living in England with his 2nd wife and 2 children and 2 grandchildren

**Other club events of interest**

<b>13th July</b>	Waitemata R'Oil Can Rally
<b>14th July</b>	Rotorua Swapmeet
<b>17th Aug.</b>	National AGM. Hosted by West Coast Branch
<b>25th Aug.</b>	Daffodil Rallies held most Branches in NZ
<b>24th Sept</b>	North Cape to Bluff Tour
<b>28th Sept.</b>	Central Otago Blossom Rally
<b>5th Oct.</b>	Manawatu Swap Meet
<b>18-20 Oct.</b>	South Canterbury National Veteran Rally

**Chairman's Report July 2019**



Just a short note to thank club members for entrusting me as your new chairman

I have only been home a week from a family visit to Melbourne and need time to get up and running!

A very big thank you to Jim and Kaaren for their past five years leadership and timeless input into the club.

I would like to thank last years committee for staying on and welcome our 2 new members Michael Thorman (Secretary) and Kerry Williamson (Vice Chairman). Members please give some thought to people that would be suitable for positions that need filling i.e. Club Captain and club night kitchen supervisor, if you know anybody suitable please give me a call.

I look forward to catching up with you all at the next club night.

Ken Frew

**Your Klaxon Editor**  
**Paul Beck**  
**Contact Paul at**  
**klaxoninfo@gmail.com**  
**or 07 5748482**



Hi everyone,

This is a small magazine this month as the new committee get themselves sorted and under way.

Three new members have put their names forward for Committee taking in the positions of Chairman (Ken Frew) Kerry Williamson (Vice Chairman) and Michael Thorman (Secretary). The general committee remains the same being Keith Perkins (treasurer), Brian Pratt, Steve Titmuss, Linda Downey, Doug Brown, John Payne Kaaren Smylie and Jim Smylie (past chairman).

With new faces at the top it will be interesting to see how the Committee looks at and generates new life into our membership.

My feelings are the members have had the privilege of being involved in the decision making process of the club removed from them by the Committee so the members just attend the club nights and stare at the ceiling. It is time the Committee took a look at what they are doing and got the members back on board. We don't need new ideas as the ingredients are there. We just need to adjust the recipe a little and make the members feel they are contributing towards the running of the club. They need to feel wanted not told. Food for thought for the new committee I think.

On our mid week run this month we went to the Kaimai Café and had a very social gathering on what was a miserable day. As nothing else was organized, Yvonne and I packed a picnic and intended to go to the All Terrain park for lunch but at the Café it was organized to go down through TeAroha returning via the Gorge. Several members thought it a good run and as the sky looked a little clearer over that way we changed our plan as well. We took our picnic to Waihi Beach instead of going to a café with the rest of the group. We do enjoy motoring in the Waikato and were not disappointed despite the weather. On the way home we went through some roadworks just north of Katikati and were motoring slowly though a road cone marked lane when a truck in the next lane over hit one of the cones firing it over right in front of us. I am sure an anchor wouldn't have stopped us any quicker than the heavily applied brakes; stopping with the cone about 2 feet away from the front bumper and dead center of our car. While they are made of softish plastic I am quite sure if we hit it that damage would have occurred. PHEW!!!

Perhaps it is time to remind members that the club has quite a good collection of books in its library which is not utilized anywhere near enough. A lot of work is put in by Yvonne and myself in maintaining the books and keeping them in some sort of order. There are many manuals which I refer to quite often myself just to get the general idea how my car works. Also in the general reading are there are quite a few excellent books on traveling in vintage cars on roads that are virtually non-existent. In case you are not aware the books are available at no charge to our members and the only requirement is that they are looked after and kept clean. The library is open most Monday mornings 9.15 to 11.45 am and on from 7pm before club night.

Last of all it is going to be interesting how head office management reacts to our name change. At the AGM it was voted after quite a bit of discussion to include the word Classic into our name. If all goes well it will be Bay Of Plenty Vintage and Classic Car Club. While I don't expect the inclusion to make much noticeable difference I do feel it is a step in the right direction. With the inclusion of Classic in our name it should help to attract more members especially when doing a google search which also is where anybody who wants to know something looks first.

Watch our space.

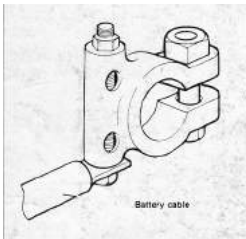
Paul.

**All articles must be in writing and received PREFERABLY early in the month, the close off date being Wednesday after the committee meeting.**

# REFLECTIONS REFLECTIONS

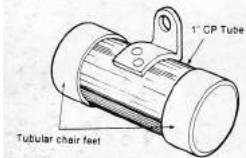
## More TIPS FROM ROBBIE

Many of the older members will remember tuning in to a ZB Station on a Saturday morning for Motoring with Robbie. An hour of tips and answers to questions from his listeners. A magazine page was given to me by Maurice Nottle which I have copied some of the relevant tips that may even be useful today.



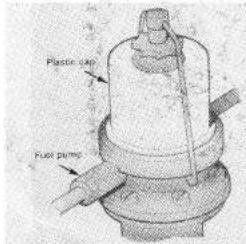
### **Convert a battery connection to Round Post**

Simply drill out a battery clamp where the wire is meant to be and bolt the wire connection onto the Clamp



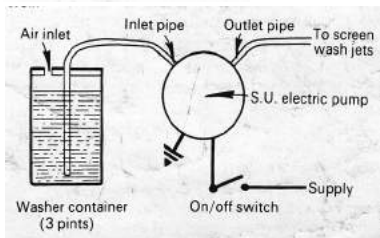
### **Make your own Key Holder**

Find and cut off a short section of 1 inch tubing and fit on each end a plastic cap off a metal chair. Solder or rivet a suitable bracket to enable it to be attached to the car



### **An emergency Fuel pump glass replacement**

If you have accidentally broken the glass cover on the Fuel Pump and urgently need to get going. Check out the top of a CRC or Aerosol can. It may fit good enough to get you home. Be warned though that some plastics dissolve in Petrol so DO NOT LEAVE IT THERE.



### **Got a few bits to spare Make a Windscreen Washer**

Try using an old SU Fuel Pump. Connect it up to a suitable water container and to windscreen wash jets. Connect to the power supply in the car and Voila. A cheap washer.

## **Aluminium Radiator Replacement by Paul Beck**

I recently had to replace the radiator in my Humber so started looking around. While it was preferable to replace it with an original copy I could not justify the cost which was expensive many years ago but now has gone sky high. So for years I have been using a Holden radiator which fitted and did the job well.

I went to the radiator shop and as I walked in spotted a couple of Aluminium ones the right size and pipe configuration. After some quick discussion as regarding suitability etc. and the problems of electrolysis checks which seemed minor etc. I wound up purchasing one. I was impressed. Walk in and walk out with a radiator that fits, a quarter of the price and nice and tidy.

That night I woke up in the wee hours and suddenly realized that my car has a copper heater with its joints brazed with silfos. This along with several spigots and piping consisting of brass all add up to a concoction of trouble so far as dissimilar metal reaction in terms of electrolysis. The prognosis was not looking good.

Next morning I googled up aluminum radiators and started reading blogs and information about aluminum corrosion. My nightmares started. I was well aware that the modern vehicles now use aluminum radiators a lot and were good so far as longevity goes. OK if the rest of the car is kept to a similar use of metals for its fittings in its waterways.

Being an electrician and also having had experience with an alloy boat I had a reasonable knowledge how electrolysis worked and how hard it is to contain it.

**Coolant:** You must use a coolant containing anti corrosive and the coolant must be regularly replaced. From google I learned how to test if the coolant needs replacing. Turn on all electrical items in the car, and with a cold motor, remove the radiator cap and insert a voltage meter probe into the coolant liquid. Do not touch the metal work of the radiator. The other probe goes to the earth terminal of the battery. There should be no more than .3 volts reading (point 3 volts). Less is better. If higher you probably need to replace the coolant.

**Electrical Earthing:** Complete the above test first. Then turn on the all the electrical items in the car. If the reading is higher you may have a faulty earth somewhere. Turn off the electrical items 1 at a time. You may find what is causing the reading to increase. Keep an eye on the reading and get someone to start the motor. The motor earth may be loose or even too small causing some return current to go through the coolant. This fault could put a hole in the radiator in seconds if the fault is bad enough.

**Dissimilar metals:** A reaction of dissimilar metals can cause corrosion. This can set up electrolysis and remember that this is going on 24/7 whether the car is being used or not.

**Turbulence:** Electrolysis will normally show up where there is turbulence. This I found on the boat and can largely be contained with the use of anodes placed nearby. The anode will quite often act as a sacrifice instead of the parent material. Penic type anodes that fit in motors in boats can be purchased at a marine shop such as Burnsco. You may be able to fit one of these by both outlets inside the radiator. But my feeling is what about the ends of the cores. You can't do anything there



and an anode is not magic. It cannot deal with bad problems.

**Earthing the radiator:** Very important if it holds fans to have a good earth. There seems to be a mixed view about earthing the radiator however. I myself am not sure if it can prevent corrosion or not.

**Overview:** Replacing a copper radiator with an aluminum one may or may not be ok. Corrosion is your enemy and you won't know anything until it is too late. I phoned my son on this matter also. He looks after a lot of machinery at his workplace including big cranes. He has had experience with replacing original aluminum radiators with aftermarket aluminum radiators and they have failed after 12 months. By going back to the makers original product has been fine. To me that also said a lot. There is a high risk of failure.

So it is hard to ignore the market when it is swamped with all those nice shiny radiators and at very reasonable prices but it appears there possibly could be hidden traps that will cost you. If you have corrosion of any sort you can bet that there will be NO WARRANTY. Their out clause would be electrolysis as the cause and that the radiator is incorrectly installed or maintained.

To end my nightmare so I could sleep, I returned the aluminum one and re-cored the Holden radiator. Should be good for another 10 – 15 years I reckon. And the cost !!! The core alone was quite a bit more expensive than a complete built aluminum one. But sleep is good. #

Paul

### **Book review: The Wonderful Bulldozer**

I have just finished reading a book Tales of the Coast by Jim Henderson.

One of the tales sparked a particular interest, called the Wonderful Bulldozer. This story tells of group of men who were given the ok to go ahead on the Halfway Bluff contract on the Jackson Bay to Otago Road.

Four men consisting of Bill Blair, Ray Smith, Ted Storey and Mauri Hartley planned to take a big D8 bulldozer through the heavy South Westland forest where no machine had ever been before. Impossible they were told by all the old timers in the area. Trees, rocks, valleys and swamps stood in the way. It can't be done. It's even impossible to ride a horse through that country. Bets were laid.

The men just considered it a job to be done and bulldozers were made to be worked. The only alternative was to ship a stripped dozer to Port Jackson then reassemble it there. They considered it to be easier and quicker to drive it through the inhospitable forest instead. We will make our own road they said.

By putting the dozer on a train at Reefton it was transported to Ross where it was unloaded at the end of the rail line. From there it was driven on the road past the great Glaciers to the settlement of Paringa where the road stopped. Then the trip started.

Trees fell like matchwood before the blade of the mighty D8 then they soon learned that it was very difficult with the trees covering everything and they were looking into clouds of green. A map was useless. Also the photographs taken from the air told them nothing. Six days on they reached a lake and set off along the south side of Lake Moeraki and it was there they ran into heavy supplejacks up to two inches thick and lawyer which threatened to tear off any skin that it touched. The vines formed a thick solid wall in front of them. With the aid of slashers and the dozer they fought their way through it. Progress was slow. Then came the mosquitoes. Skeetas they called them. Noisy things that travelled in squadrons. Finding the smallest of gaps in any netting and ignoring any concoction of repellent and smoky fire. Big enough to penetrate any netting covering the men at night.

They reached Mathias Creek and decided the best way was to zig zag up the hill to the dip at the top and upon reaching the top they discovered that some time ago the earth had slipped leaving exposed clay, wet, greasy and sticky. They were trapped and then decided that the only way out was to winch the dozer over the cliff, backwards. 23 tons of dozer hanging from an 11/8 inch steel rope. 70 yards of it. They found a tree strong enough to attach the rope. Then 3 days of exhausting work repairing and replacing the broken wire, 3 days trying to get the 23 ton machine up a hill which was even too steep to walk up. But they made it.

After 13 days they eventually reached the top and all that remained was to travel downhill.

Down the other side it did nothing but rain. Streams flooded and became impassable and ridges appeared in front of them that could not be seen until they got to them. Giant rata trees had to be winched out of the way as they were too big to push over. Progress was difficult and slow. Sleep become scarce as they progressed and food had run out. Two of the men set out for the Haast River leaving 1 man behind to look after things. The men were 'had it'. They had gone through chest deep flooded streams, half swimming and were swept along until they reached the edge of the Haast River. They fired off 3 rifle shots as a distress signal which were heard across the river. A boat was sent across and the next morning laden with provisions they returned. A message was also sent that they were running out of fuel and to send up fuel on a packhorse from Jackson Bay.

Down onto Bullock Creek they progressed and onto eventually the beach. They had to wait for the Haast River to recede before they could cross but were nearly there. Once crossed it was only a short stretch to Jackson Bay.

The long days of hard work, sleepless nights in wet sleeping bags and blankets, and the unending torment of sand flies by day and mozzies at night, a shortage of rations and fuel had ended. They had arrived. A trip taking 38 days which was only supposed to take a couple of weeks. #

*This is only one tale told in this book. To me though it was the most interesting one as it pertains to the forming of NZ roads and the men who did it. The full story of this trip may be read in Tales of the Coast by Jim Henderson and is available in our Club Library. Well recommended.*

Paul

# **BOP VCC LIBRARY**

**Contact: Yvonne 07 5748482**



*We are accepting good clean car service manuals or books that relate to automobile history or travel for our club library*

**Library is open most Monday mornings**

## **PARTS SHED**

**Contact: Jack 07 5766346**

**or Colin 027 2629161**



*Clean out your sheds and bring those surplus parts down. They may be just what someone else needs*



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Contact:  
Steve Titmuss or Kaaren Smylie

### **For Sale or Wanted**

**Austin 7hp Parts** - extensive stock of new spares for all Austin 7s 1923-39  
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10hp, 12/6, etc.

**Peter Woodend. 07 571 5525 or 027 605 4040**

**Note: new email address: [classictyresnz@gmail.com](mailto:classictyresnz@gmail.com)**

#### **For Sale**

A couple of cars I would be pleased to find good homes for a Rover P6B and a Vauxhall HC Viva 1800L.

The Rover is all original, very used, the brake calipers are seized but as a matching numbers car and very easy to work on, a good restoration project.

The Viva is a factory sleeper it has all of the Magnum mechanicals, going by the chassis tag the first owner ordered it from the factory to look like butter wouldn't melt, it is missing RH rear door glass has a new radiator

They are both trailer cars for taking away, from storage in Cambridge, both have been dry stored for 15 years or more.

I seek car club members who are interested in good bones projects like these, I would be grateful and happy to speak to anyone who enquires.

My name is James Godwin. I can be contacted anytime by phone or email  
021301127 [james@grsnz.co.nz](mailto:james@grsnz.co.nz)

**For Sale** 1958 Morris Minor Convertible. Extremely tidy. Price Neg around \$12k.  
Contact Tom 0226014892

**For Sale.** 1964 Rover 3 Litre Coupe, 2 owners from new and only 70,000 miles in very good condition in Squadron Blue. Museum stored for many years with rego. on hold. Owner would like \$17,000. Contact Alastair Jones 5761124 in first instance. Car is currently located in South Island.



**For Sale.** 1928 Ford Model A 2 door. Painted green and black.  
Good condition and registration on hold. \$27,000.  
Contact: Eric Kristensen 07 5433 332 or email  
[kerik.k@slingshot.co.nz](mailto:kerik.k@slingshot.co.nz)

**For Sale:** 1930 Ford AA Truck. I also have a 6m container of A parts which need to go. Contact Graeme Taunton. 0273653084

**For Sale** 1964 MG 1100 sedan. Reg and WOF. Used daily in good condition with good upholstery and paint. No rust. \$4500 ONO. Ph David 0220 193633

**For Sale:** Two Motoring accessory items for sale:

A large old brown leather suitcase in fairly good condition. Ideal for the rear carrier of a 1920s car

Also an old copper fire extinguisher, with a steel carrier bracket, in fairly good condition. Please call John Payne 07 570 6084.



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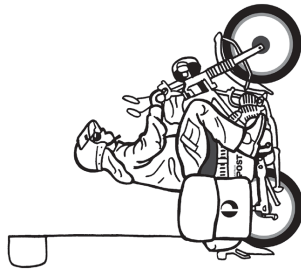
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