

KLAXON

THE VOICE OF THE VINTAGE CAR
NOVEMBER 2019

JOHN L GODDARD AWARD PRESENTATION



BAY OF PLENTY VINTAGE CAR CLUB (INC)

Email: bayofplenty@vcc.org.nz

WEB SITE: www.bayofplentyvintagecarclub.com

COMMITTEE

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

OTHER ELECTED OFFICERS

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

KLAXON EMAIL: klaxoninfo@gmail.com Fax 07 5746482

CLUB WEBSITE: www.bayofplentyvintagecarclub.com

SECRETARY EMAIL: 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](#) (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— The Annan restaurant. 4 Palmer Place, 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.

November: Alastair and Gwen Jones

December: No names for December

January: Paul and Yvonne Beck

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.



November Local Club Events

- Sat 2nd Nov** Working bee to tidy up clubrooms and grounds.
- Sun 3rd Nov** Car Show and Swap Meet - Family day.
- Mon 11th Nov** Club night. Our guest speaker to be Viv Jones speaking on Macular Degeneration. Viv will speak to us on what is macular degeneration, How to recognise it and what treatments are available. Viv is knowledgeable and a competent speaker.
- Wed 13th Nov** Mid week run: Organiser Brian Pratt.
- Sun 24th Nov** End of the month: Organiser Kaaren Smylie.
- Mon 25th Nov** Committee meeting.
- Tue 26th Nov** Noggin and Natter at the Annan Restaurant, 4 Palmer Place. Te Puke. (A bit further on past the Hotel)
- Wed 27th Nov** Klaxon close off for articles.
- Frid 29th Nov** Film night. Movie - Double Indemnity. This is the final showing of this seasons film nights
- 24-26th April** Highland Fling. Veteran and vintage cars only.

Mid Week Run 13th November - Organiser Brian Pratt

This months run is a local half day garage raid and picnic.

From Paris to Detroit or (two firsts in Reliability)

A Chenard -Walcker restoration project by Phillip Burlace (Member) in Hairini.

Then followed a picnic brunch BYO at the home of Graham Thrupp and his Cadillac's in Oropi.

Wet weather cover in large garages. Note: No morning tea.

MEET: Welcome Bay PALMERS garden centre Carpark at 10am (start and notes)

Reminder to all those who require a printed Klaxon

A \$30.00 annual subscription is required by 20th January payable to treasurer Keith Perkins to meet the ongoing costs of production.

Payable before - 20th January 2020.

Mail your payment to: The Treasurer, BOP Vintage Car Club, PO Box 660, Tauranga 3140 or by direct credit to: Westpac Bank a/c 030435 0492753 00

Please use your name as reference. As we are trying to keep things simple - no copies will be available at the front table on meeting night. Regrettably the charge is necessary to cover the cost of printing and mailing costs.

Klaxon will still be free of charge to all members who receive it on Email.

Movie Night - Friday 29th November

Final showing for 2019 film nights

Double Indemnity

**Starring Fred Macmurray, Barbara Stanwyk,
Edward G Robinson**

An insurance scam goes all wrong for an insurance investigator

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

For Our Swap Meet

*Baking of suitable food for our kitchen sales at our swap meet is required please
Contact Adele Lamb 07 5749 025 or Linda Downey 0210 277 931 if you are able to help.*

Other club events of interest

3rd Nov.	Taupiri Swap Meet.
8-10 Nov.	Nelson Biennial Rally
16th Nov.	North Otago Swap Meet
17th Nov.	Waikato Swap Meet
19th Jan.	Wanganui Burma Rally
20-23rd Feb	Hawke's Bay VCC Art Deco Weekend
15th Mar.	Gore Swap Meet
10-13th Apr.	National NI Easter Rally. Horowhenua VCC.
24-26 Apr.	Highland Fling - Central North Island.

Advertising may be found in Beaded Wheels for many of above events.

Chairman's Report October 2019

By the time you are reading this it should be the weekend for our annual swap meet and car show.



The committee have put a lot of work into making this a family fun day, we are trying a few different things this year and trust it will be fun for all and a good turnout from the public. If you are able to assist on Saturday or Sunday please let us know, we have over 40 names on the list so far, I would like to thank all those that have put in an effort so far and we are looking forward to a great day.

It was great to see our club rooms being used over labour weekend for the Mini Nationals with lots of our club members attending the car show on Saturday.

If anybody has a good speaker suitable for our club nights let me know, I have several names but it is always good to hear from members of people or subjects they would like to hear, please put it in writing so as I can contact them.

My report is a short one this month as all focus is on the coming weekends Car Show/ Swap Meet, see you there.

Ken

Roster for BOP VCC Car Club Runs until Dec 2019

This is a list of the Committee members who are responsible for the runs for that month as listed but not necessarily the organiser. If you are able to assist that member please contact them.

Nov 13 2019 Mid week Brian Pratt

Nov 24 2019 End of month Kaaren Smylie Best Lady Navigators Run

Dec 11 2019 Mid week Kaaren Smylie Christmas Run Retirement Villages

If your name is on this roster and you can not do it could you please arrange for somebody to do it for you.

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



Hi Everyone,

Somehow, while October did not have much on in the way of club activities it seems to have been a very busy month for both myself and Yvonne.

We received a call that the family of one of our founding members Les Coupe, who passed away 12 years ago wanted to clean out his shed. Like many sheds it was choka full of stuff. It was all arranged to meet up with a family member along with Jack, Colin and Maurice Nottle to see if anything was worth salvaging for the club. We all thought when the door was opened, where do we start?. However we came away with a car full of treasures that required further sorting out once unloaded again.

Over the month our website provider sent an account in for the website which I queried what it was for. With 3 emails later and still no reply from them they took our website down. Now good business practice in my mind is if a customer queries an account you answer the query at least and advise what it is for. Not be highhanded and just take them down. Now as it turns out, they were correct in sending out an account for payment but nobody pays an account if they don't know what it is for. A simple email saying payment for!!!! Would have saved a lot of angst with the end result being we are building another site with another provider.

The swap meet has also taken up another space in my schedule with Ken coming up with different requests on publicizing and with Kaaren away also, well say no more. But I am sure it all will go well as planned and it even looks like we might be in for a fine weekend as well. Here's hoping. But however, something has not gone right. Has anyone been watching the Rugby World Cup. Our favourite team went down in the semi's much to our despair and now has to fight for 3rd place. Lets hope they perform up to scratch this time and don't totally disgrace themselves. But remember, everyone has a bad day and unfortunately that bad day hurt. OUCH.

Enough for this month.

Paul

ABOUT JOHN L. GODDARD and the TROPHY

Presented "For Achievement".

The National Executive of the Vintage Car Club of New Zealand have accepted this trophy from Mrs Kate Goddard, in memory of her late husband, John (Jumbo) Goddard.

The trophy is to be presented annually to the club member nominated by his or her peers. "For Achievement." Jumbo Goddard was an achiever.



Jumbo was born at Pease Pottage, Sussex in 1907. He was the only son of a successful barrister who himself drove a chain-drive Daimler in early hill climbs.

Young John chose not to enter the Law, and was due to be apprenticed to Parry Thomas at Brooklands, however Thomas's fatal crash on Pendine Sands caused him to take up an apprenticeship as a marine engineer at Thornycrofts.

Jumbo raced a three-wheeler Morgan at Brooklands winning a Gold Medal for lapping at over 100 mph in his Blackburn Aero. In 1928 he was indulging his passion for the unusual by fitting a Zeppelin engine into a slipper stern river boat once owned by Count Zborowski.

Jumbo sailed to Australia in 1934 in the ill-fated square rigger, 'Herzogin Cecile' and found his way round Australia and New Guinea the hard way. On a side trip to New Zealand he was joined by his friend, the Brooklands Driver, Captain J.E.P. Johnny Howey. The two men were lifetime friends and Jumbo spent a year as an engine driver on the Romnev Hythe & Dymchurch Railway after Howey founded and built the line.

In 1939 he was back in Britain with the Royal Navy and spent the war years working on engine and propeller development for Motor Torpedo Boats.

After the war there was a period gold dredging in New Guinea, then diamond prospecting on the West Coast of Africa, and prospecting for Uranium in Australia's Northern Territory in 1956.

In 1957 he signed on as an ordinary seaman, one of a crew of 28 on the 56 day Atlantic crossing aboard Mayflower II with Alan Villiers. He raced in the Sydney-Hobart Yacht Race Classic four times as a crew member aboard "Morna". His own Dragon Class yacht "Sama" was sailed regularly and successfully with the Royal Prince Alfred Yacht Club, and his 12 metre Admiralty steam pinnace with its triple expansion steam engine dating from 1910 allowed him to continue his interest in steam.

The collection of cars was legendary. From the 1911 Cottin – Desgouttes hill-climb car, to the 1924 Bentley 8/S with which in 1972 at the age of 65 he attempted the World Vintage land speed record. This he achieved at an average speed of 158.2 miles per hour. This very car Jumbo had bought in England in 1928 bringing it to its final stage of development over the next 45 years.

His Type 51 Bugatti was kept in England. As was the ex Fane single sealer Frazer Nash, along with a turbocharged XK 120 Jaguar which he used to tour Russia in

the early 1950s, the Bentley, the Cottin, and a Rolls Royce Silver Ghost.

The Australian stable included a Type 35C Bugatti, a 300SL Gullwing Mercedes, a Vauxhall 30/ 98, Bentley 3 Litre, a M.G.T.C. and the famous 1954 Jaguar D Type 'OKVI' which took second place in the Le Mans 24 hour race with Hamilton and Rolt.

Jumbo was like a character out of "Boys Own". He had done things most of us only dream about.

Jumbo Goddard was an achiever!

This Trophy, commissioned by his dear Kate is very much an 'International' piece. The main casting came from America, the Grand Prix Bugatti clock from England, the Walnut base from Christchurch New Zealand, and the silver engraving plates from Australia.

Jumbo made many friends on his trips to New Zealand and this Trophy will ensure that his enthusiasm for all things mechanical will be remembered.

Members of the Vintage Car Club of New Zealand are invited to nominate this Annual Award to any member they feel who has made some significant achievement in the past year which may be a particularly significant restoration, a memorable motoring journey, an important historical article or series of articles published in Beaded Wheels, or some special service to the Club.

2019 JOHN GODDARD PRESENTATION TO MURRAY TOMS AND JOY NOWLEY



North Island Club Captain Kaaren Smylie presented, on behalf of Diane Quarrie, The John L Goddard trophy, to Murray and Joy at our last meeting night.

Many nominations are received by the President annually nationwide for this award, and this year was no exception, with numerous nominations put forward for consideration. Back in 1992... This trophy was also awarded to another of one of our well known Bay of Plenty members... Ivan Allen.

This year it is our very own adventurous member Murray Toms and so now joins Ivan in the ranks as one of the exceptional members of the VCC. We, the Bay of Plenty branch are proud to say Murray, you are our own special hero!

The award was presented to Murray and Joy who set out on a journey covering 4886 miles in a 1917 Dodge car.

The journey started, when they left Tauranga on the 3rd of November travelling over the hill and through the Forgotten Highway to Stratford. From Stratford to down through Patea and Hawera, to Wellington.

After the Ferry crossing they proceeded through the newly opened Kaikoura Highway (after the earthquake) to Christchurch then onto Ashburton. There they joined the Prince Henry Tour which went up over the Lewis Pass finishing at Reefton.

The next leg of the tour took them to Richmond and it was there they participated in the National Veteran Rally to Nelson.

They then after the rally, tripped over the Takaka Hill to Golden Bay and returned down the West Coast through Franz Joseph and Riverton to wind up eventually in Invercargill.

After a short break and visiting the sights of Invercargill they then continued their journey through the Catlins and back up the coast to Ashburton. There they joined a private tour organised by David Oakley through the back country tracks of the Ben Nevis, Maniatoto, Waikouaiti, returning to Ashburton.

Back on the main highway again they followed the coast back up to Picton arriving on the 26th December.

Arriving in Wellington they then ventured up over the Rimutaka Hill and through Pahiatua arriving in Palmerston North. From there it was a trip over to Whanganui, up through Stratford then Mokau to return home 29th December.

The only mechanical issue was a loose rivet on a drive pulley which was fixed with a nut and bolt. The car was serviced during the trip and only required, other than the servicing, 1 pint of oil and the occasional top up with water.

Truly even an adventure a person would think carefully about covering it all in a modern let alone a Vintage car.

Congratulations Murray and Joy, from the BOP VCC.



Mid-week run to the Model Barn by Michael Thorman

I, in my Triumph TR3 along with 15 other cars assembled at the Wairoa Bridge due to leave at 9.30am. We then headed north through Katikati, fairly well grouped and then on towards Waihi, but turning left down the Old Tauranga Road bypassing the town. Light rain was present at the start, so the hood went on, but we ran out of the rain and had a dry run from thereon!

After passing through Paeroa we drove on until turning right into Hauraki Road, through Turua to SH25, a quick left & right and we were at the Model Barn about 11am.

We had morning tea in the Barn, and a good look round. The collection was very extensive and many found it hard to believe, finding it varied with fantastic models on display which have been collected over a period of many years.

The model display was mainly agricultural machines in nearly every aspect, as well as some real full sized old tractors and machinery. Far too many to list, and a bit mind boggling!

We all paid \$2 per head, but it was well worth it!

This was followed by a look round the shop's large range of models for sale, and after a few purchases were made we continued, on to Waihi Beach RSA for a fine lunch on a 'Car Club' reserved table. Then found our own way home.

Thank you to those attending. *(And thanks to Michael for organising.)*



I SAID "GOODBYE" TO A COUPLE OF OLD FRIENDS RECENTLY

by Bruce Hutchinson

Some serious navel gazing following some surgery recently and I reached the conclusion that time and energy was not on my side to complete the restoration of a couple of older vehicles that were sleeping in my workshop. Having had some experience with restoration and the rose tinted spectacles attitude that "it should only take a couple of years to complete", in 2018, I decided to pass on my 1924 Standard SLO4 Warwick tourer and 1937 Lanchester Roadrider projects.

This was not as simple as I had envisaged. I started by a couple of advertisements in Beaded Wheels which had proved to be so helpful in past projects but that sparked no interest at all. Trade-me was the next port of call but that drew a similar response – not one single bid or question even for the Lanchester which had been a pretty little English car with plenty of nice interior wood panelling and Wilson fluid drive transmission. I had indicated that very little money would change hands. However, I did get a couple of enquiries for the Standard. A young guy, Frankie, and his Dad turned up, both with mechanical experience. Frankie had had some pretty serious surgery and unable to work full time, was wanting something that interested him. The Standard and I had gone back quite some time, to 1976 in fact when we were sheep farming in the Wairarapa and we became friendly with fellow BOP VCC member Carl Gaudin, who also farmed some 10 kms away. We had just bought our first farm and while financially strapped, I somehow smuggled enough cash away from the prying eyes of my bankers to buy a couple of railway wagons of newly sawn matai timber from the King Country and I built a workshop to begin restoration of the collection of parts that Carl had accumulated and I had bought from him. I bought a large bandsaw at auction ready to start the coachwork and then we decided to buy a larger farming property north of Taupo. I had reached the rolling chassis stage with the car. Our move coincided with the closing of the tobacco factory in Masterton and I was given several large tobacco leaf boxes and I dismantled the car and stowed all the bits and a friend trucked the seven large boxes and chassis 400 kms through to our new venture. This new farm was close to the Waikato river and power stations but the farm, which had been balloted by the previous owner, only had single phased power, unsuitable for my big bandsaw! Outbuildings were small and being again under financial restraints, the Standard remained in the tobacco boxes stacked at the back of the tractor shed. The project stayed that way for the eight years we were there and at this stage, I had owned the "car" for 14 years.

Our next move in 1989, was to the Bay of Plenty and a horticulture venture. An old hay barn housed the tobacco boxes and it took a few years before the barn was converted to a workshop and eventually added on to and upgraded. Around 2006 I also purchased the Lanchester when midway through my veteran Daimler restoration.

So in July of this year I put another ad in the Klaxon for the Lanchester and still no response. Reinserted again in August, I received a response from the North Shore Branch of the VCC who recovered the little Lanchester a few days later. No money changed hands but I have requested progress updates of the project which will begin next year. Neil and Paul, who uplifted the car said that they get 40 or so

members to their restoration shed every Thursday to work away on their projects or just to socialise.

When I did a stint on our branch committee, a few of us like-minded guys suggested a similar exercise as what the North Shore branch have done but we received very little support from members then. There may be other members with vehicles snoozing away in their sheds who realistically will never get around to restoration. Is it time to review?

And the Standard. Again, no money changed hands and a few months after Frankie had taken over the project, I picked up my engine lifter that I had lent him and he was making very good progress, on the Standard, his health and mindset. His father called in to see me a couple of weeks ago to thank me again for my part in his son's new interest. Warm fuzzies all round.

Bruce Hutchinson.

BAY OF PLENTY VINTAGE CAR CLUB CAR SHOW AND SWAPMEET

ENTRY FEE. \$5.00 ADULTS, CHILDREN UNDER 12 FREE

**INVITES CHILDREN 3 TO 7 YEARS OLD TO COME AND DRIVE OUR CLUB
JUNIOR CARS DRIVE YOURSELF OR PARENT REMOTE CONTROL
\$3.00 FOR 15 MINUTES**

**BRING THE
FAMILY**

**BRING YOUR
FRIENDS**



FOOD

COFFEE

ICE CREAM

MORNING TEAS

SUNDAY 3RD NOVEMBER AT THE VINTAGE CAR CLUB ROOMS

9 AM TO 1 PM

29 CLIFF ROAD, TAURANGA

National Mini's Display by Paul Beck

For those did not bother or were unable to attend the Mini Nationals display on the 28th October (Saturday of Labour weekend) I can only say you missed a treat. About 230 Mini's of all shapes and sizes assembled at our clubrooms carpark, all with bonnets popped and sorted into several different classes from unrestored and original to custom and new.

I myself am not a Mini fan. They are a car you either love or dislike. When they first came out they were described as a box with wheels in each corner, seats were described as similar to dining room chairs, the motor was gutless and the brakes next to useless. There was nothing to like yet they somehow gained traction with famous film stars draped over their bonnets and looking like they were in love.

The Mini though, on the race track was another matter. With supercharged motors they suddenly were a force to be contended with. They proved stiff competition for the likes of Zephyrs and Jags and so 'hotted' up Mini's soon hit the roads as well with drivers imagining they had super skills and handling abilities.

But back to the show. It was quite apparent as you wandered around that many motors had been worked, brake boosters fitted and the insides made more luxurious. It was very apparent that many owners loved their little box of tricks and took a real pride in them. The astounding thing to me though came in the skills and custom work done on quite a few cars. Imagination ran wild, outrageous and quirky. One of them was made to look like a Mini "Mack" truck complete with a 4 wheel trailer. Another had been extended to a Mini "Limo" complete with a bar and a serious sound system. Quite something to see.

What a show, and while I am still not a Mini fan, I can say I was impressed with the turnout and display and say thank you to the organisers, many of who belong to the Vintage Car Club for bringing the show to Tauranga and allowing us to see just how popular the Mini still is.





A Mini Moke, Donn Whites track car, Mini Convertible, Mini Coffee cart, Mini Mack, Mini Rocker cover Racer, Mini Limo and bar.

At our Swap meet we will be running a raffle

The prize is a Kids Audi battery drive car, tickets \$5.00 each, ideal Christmas gift, will be drawn at 12 noon at the car show/swap meet.

This has been made possible by the following sponsors.

PLEASE SUPPORT THESE COMPANIES WHEN YOU CAN



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THE BOP VCC SAY THANK YOU TO THE ABOVE SPONSORS

BAY OF PLENTY



ENTRY FEE
\$5
PER PERSON
CHILDREN UNDER 12 FREE

Annual CAR SHOW & SWAP MEET



SUNDAY 3 NOVEMBER 2019
29 CLIFF ROAD, TAURANGA
TIME: 7AM - 2PM

COFFEE & HOT FOOD

*A day out for the family, food and drinks
available, ice-creams for the kids*

WHAT WILL BE THERE?

- A large collection of Vintage & Classic
- Post War Vehicles
- Pre War Vehicles and Motorcycles
- Peoples Choice Competition

Self drive kids cars also. Suitable for children 5 to 7 years of age.

\$3.00 for 15 minutes

Admission Adults \$5.00. Children under 12 free.

NATIONAL NORTH ISLAND
EASTER RALLY



HOROWHENUA

10 - 13 April 2020

vero

Enter before 7 February 2020 to avoid late fee
Final Closing Date – 12 March 2020
and must be with the Rally Secretary PO Box 458 Levin
or to Michael Gaffaney - michael@gaffaney.com



Highland Fling

24TH, 25TH & 26TH APRIL 2020
TAIHAPE - CENTRAL
NORTH ISLAND HIGHLANDS



GET INTO
THE FLING OF IT!

Bring your gum boots and a sense of humour to the first annual Highland Fling, an epic Autumn Adventure Rally hosted by the Bay of Plenty Branch Vintage Car Club of NZ.

The rally travels across back country roads and private farms, be prepared for mud, water and a whole lot of fun!

Veteran & Vintage Cars only

For more information or to register for the Highland Fling email nico@vcc.org.nz or gandajones@kinect.co.nz or call Kearen 021 66 43 41 or Alastair 07 576 1124

For further information on the Highland Fling

See the next page

2021 VERO International Festival of Historic Motoring

17-22 January 2021

Mark your diary now. Planning for our next international rally in Taranaki is well underway.



Come join the fun more information go to

<http://www.historicmotoring.co.nz/register-your-interest/>

THE HIGHLAND FLING RALLY DATE 24 - 26 April 2020

The date for the Highland Fling was altered several times by the organizing committee before settling on late Autumn next year. Originally the 'Fling' was planned for Queen's Birthday, however, the date was changed for different reasons.



REASONS

- a) Wanganui Branch has their annual Rally at Queen's Birthday.
- b) The country roads and private farms we plan to travel on in June could be heavily bogged in, and therefore, more time would be spent towing vehicles out of the mud than actual motoring.
- c) To date, this event has already gained national momentum with many South Island members indicating they are keen to attend the Highland Fling as well as the Irishman Creek Rally, therefore it would not be possible for them to participate in both events if the 'Fling' was held at Queen's Birthday.

LOCATION

The chosen location for the first event will be the highlands of Taihape/Upper Rangitikei area. We selected this region of the North Island because Alastair Jones (BOP Member) who is spearheading this Rally, has a great deal of knowledge and experience 'under his belt' travelling off-road in and around Taihape/Waiouru from his many years as a Major serving in the NZ Army.

RULES OF ENTRY

Veteran and Vintage vehicles

HOST BRANCH

The Bay of Plenty Branch will host the inaugural 'Highland Frolic,' and I am optimistic with the right publicity and marketing, another branch in the North Island will volunteer to host the Frolic in 2021. Therefore 1) the 'Highland Fling WILL NOT necessarily be held every year in the Taihape region in April, and 2) be hosted by the BOP branch.

I am cognizant Taranaki Branch does have their popular 'Maunga Moana Rally' at the end of April, but I believe there is room for both events as they each have appeal to different audiences, and in my opinion, importantly it's healthy to give members a variation on a theme, with dissimilar challenges.

SUMMARY:

Entry Forms will be sent to you in November

This is a three-day event

The Runs for this event trust me, will be uncomplicated and a whole lot of fun!

PLEASE NOTE:

I will be out of the country from 20 August until 27 September, however, while I am away I will endeavor to clear my emails at least twice a week. Should you require more details about the Highland Fling please don't hesitate to contact organizer Alastair Jones on 07 576 1124 or email gandajones@kinect.co.nz

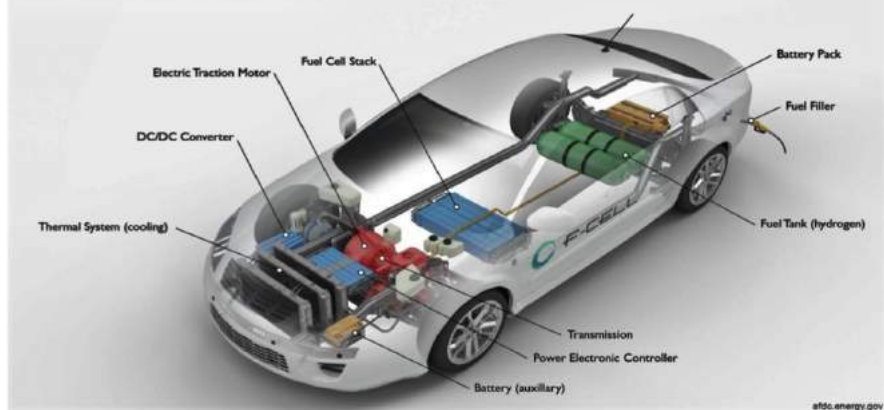
Look forward to seeing you all again very soon,

Warmest regards,

Kaaren Smylie NICC

Hydrogen fuel cell vehicles (FCEVs)

Hydrogen Fuel Cell Electric Vehicle



Hydrogen powered vehicles.

A lot of interest is emerging on Hydrogen powered vehicles. A few car manufacturers have introduced this technology to NZ but there seems to be little said about it. Last month I did an article on Lithium batteries and how they had a real problem with disposal of the old batteries. Politicians seem to be pushing the electric vehicle onto us but not giving any real answers to what happens when they get old and uneconomical.

While it is agreed that they run with zero emission and charging the battery is as simple as plugging them in, the downside to the consumer is the distance they can cover on a charge and the time taken to recharge.

A few manufacturers have introduced hydrogen power as an alternative which also burns clean and only produces water as emission. They have a long range between refuelling and refuelling only takes minutes. The downside is the cost of manufacture of hydrogen fuel and what method is used to produce it as some methods do produce CO₂ as waste. So it is essential that any manufacturers of hydrogen in NZ produce gas by a clean green method. It appears they are recognising that but the weak link I see is if hydrogen is imported into NZ by other companies that they must also use green methods. Maybe that is looking too far ahead for us.

Hydrogen may be made from natural gas. It can be produced by thermochemical or pyrolytic means using renewable feedstocks, but that is an expensive process. Renewable electricity can however be used to power the conversion of water into hydrogen by using integrated wind-to-hydrogen power-to-gas plants,

using electrolysis of water. This method has a lot less carbon content than if made from natural gas. Also by using the renewable electricity by possibly using wind turbines the cost burden is lowered. However this method has a high capital cost investment and makes it uneconomical to do in a small installation such as a standalone plant at a gas filling station. The cost of transport then becomes a factor.

It is the cost of hydrogen manufacture to dispenser, that is the real problem that puts it above the battery powered vehicle but with all that it is significantly lower than the cost of fossil fuel.

It appears that two companies are under way intending to launch hydrogen manufacturing facilities in New Zealand. One of them is in Taupo, the other in Taranaki.

In Taupo, Japanese joint venture Halcyon Power has engaged Canadian Hydrogenics Corp. to install a 1.5 MW hydrogen production facility at the Mokai geothermal power plant. The plant is planned to start production by 2020.

Canada-based Hydrogenics Corporation, a developer and manufacturer of hydrogen generation, fueling equipment and hydrogen-based fuel cell power modules, has reported it has entered into an agreement with Halcyon Power – a joint venture of New Zealand-based Tuaropaki Trust and Obayashi Corporation of Japan – to supply a carbon-free hydrogen production facility in New Zealand. The “green” (carbon neutral) hydrogen will be generated using electricity from stable, cost-effective geothermal energy in Mokai, Taupo, located adjacent to an existing Tuaropaki power plant. Hydrogenics will provide an onsite hydrogen production plant using the Company’s industry-leading, large-scale containerized PEM electrolysis technology – capable of producing up to 250Nm³ per hour of hydrogen. This proprietary application offers the smallest footprint and highest power density in the market, with modular capacities allowing it to be scaled to meet a variety of input and output ranges.

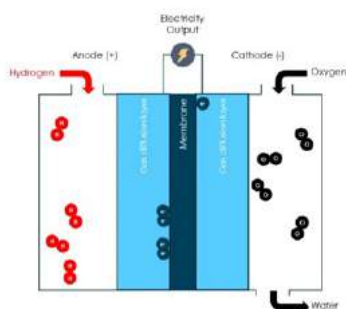
In Taranaki a \$50m clean energy project using wind power to produce hydrogen fuel for the heavy transport sector is being touted as the beginning of the hydrogen industry. The joint venture between Ballance Agri-Nutrients, the country's second largest producer of hydrogen, and Hiringa Energy was planned to produce "green" hydrogen at Ballance's Kapuni ammonia urea plant in South Taranaki.

"Green" hydrogen is that which is produced from renewable electricity, in this case wind generation, and water. Kapuni was the site of the country's first hydrocarbon discovery in 1959. "The initiative will help launch the hydrogen industry in Taranaki, importantly supplying not just industrial applications but also the heavy

production sector," VT CEO Justine Gilliland said in a statement.

The announcement of the project comes less than a month after Prime Minister Jacinda Ardern said a \$27m clean energy centre would be built in Taranaki by the Government, and another \$20 million will go into research. That announcement came a year after Ardern slapped a ban on new offshore oil and gas exploration permits, while allowing no new onshore exploration outside of Taranaki.

The first stage of the project would see four new wind turbines built at Kapuni. The renewable electricity would power the industrial plant and produce "green" hydrogen to support the development of a "green" hydrogen energy and transport hub at Kapuni. The process is planned to produce enough hydrogen fuel to power 6000 cars, or 300 trucks or buses.

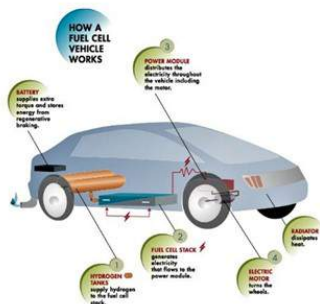


The hydrogen powered car

A Hydrogen Fuel Cell Electric Vehicle (FCEV) is a vehicle powered by an electric motor. In many respects, a FCEV is identical to a battery electric vehicle (BEV) with the only difference being the method in which electricity is delivered to the motor. Compressed hydrogen is stored onboard the vehicle in the hydrogen equivalent of a gasoline tank. Hydrogen is fed into a "stack" of fuel

cells which consist of an anode (-) and cathode (+), separated by an electrolyte. Hydrogen is fed into the anode and the cathode is exposed to air (oxygen source). The anode causes the release of electrons from the hydrogen which travel towards the positive cathode to create an electric current. Hydrogen ions (missing an electron) are directed to the cathode via an alternate route where they regain electrons from/combine with oxygen to become water molecules. This is the process that creates electricity which then in turn is fed to a similar electric motor as a BEV. In a BEV, electricity is stored in lithium-ion batteries, whereas a FCEV produces electricity by a chemical process inside the fuel cell. Battery electric vehicles are impractical because they cannot be refueled within an acceptable time. They also suffer from a limited driving range. Fuel cell vehicles provide the same benefits as BEV cars, quiet operation and zero emissions, but have a range comparable to gasoline vehicles and can be refueled in less than 5 minutes.

A possible down side is the hydrogen is stored in bottles in the vehicle under high pressure. Between 5-10,000 PSI. Under those pressures legislation (which is already in place) will need to ensure that the bottles are inspected and tested



regularly. Many who had the misfortune to own a CNG powered vehicle will be familiar with procedures involved.

Another downside is the life of the fuel cell. It appears as though the fuel cells have about 7,500 hr life and while that might seem short would be similar to a battery in a BEV.

As of 2016, there are three models of hydrogen cars publicly available in select markets: the [Toyota Mirai](#), the [Hyundai Nexo](#), and the [Honda Clarity](#). Several other companies are working to develop hydrogen powered vehicles cars and it will be an interesting time to see how the concept is received in NZ by both our Government and the public.

In summing up.

Hydrogen to me appears the way to go. Some may disagree with me. While they may be more expensive to run than a BEV they are better suited as a good all round vehicle for a family. We do have to accept that something is going to happen. That our fossil fuel vehicles are just too dirty. So it is just a case of when. And who knows, maybe someone will make a kit so we can also run our vintage cars on hydrogen as well. I don't see why not.



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