

KLAXON

THE VOICE OF THE VINTAGE CAR
SEPTEMBER 2019



End of month run combined with Waikato VCC



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	STEVE TITMUSS (MARION)	07 5520794
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
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KLAXON EDITOR	PAUL BECK (YVONNE)	07 5748482
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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*— 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.

September: Alastair and Gwen Jones

October: Knud and Kay Nielsen

November: No names for November

December: No names for December

Please enter your 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

Tue 3rd Sept. Seniors morning tea. Anyone is welcome. John Payne.

Mon 9th Sept. Shiny parts auction. Bring along anything that may be of use to someone else. It does not have to be shiny to qualify.

Wed 11th Sept. Mid week run. We revisit the Toyota factory in Thames.

See advert.

Tue 24th Sept. Noggin and Natter. Fortaleza Katikati

Fri 27th Sept. Movie night. The Cannonball Run. See advert.

Sun 29th Sept. End of the month run. Organiser Kerry Williamson.

Mon 30th Sept. Committee Meeting.

Wed 2nd Oct. Close off for Klaxon articles.

Sat 2nd Nov. Clubroom Working Bee

Sun 3rd Nov. BOP Swap Meet and carshow day

Coming up October meeting night. Steve and Marion Titmuss will speak on motoring experiences abroad

Welcome to our new member, Graham Holloway.

Graham has a 1948 Ford Bonus truck.

Please make Graham feel welcome to our club

Mid week run to Toyota factory - Wed 11th September

Make your own way to arrive at the Toyota Signature Factory in Thames at 10am. Navman gives this trip a travel time of 1 hour 33 minutes.

We will be briefed on the procedure and given a two hour tour of the plant.

After the tour we will then proceed to the Workingmans Club for a fish and chip dinner. Normal price of \$22 reduced to \$20 for our club.

The Workingmans Club is situated at 407 Cochrane Street and provides a very good value meal.

Any member may come on the run but the factory tour is capped at 50. Sensible footwear must be worn for those on the factory tour. (No jandels or heels allowed)

On Monday 9th club night a clipboard will be handed around for tour numbers and lunch members. It will be a case of first 50 get the tour.

Contact is Alan Pram 07 5738428

End of the month run 29th September

Organiser Kerry Williamson

The end of the month run is to the Waikato cherry tree Festival

125 Matangi Road Tamahere,

Gates open between 9 am-5pm

For further details contact Kerry. 07 5734207

Movie Night - Friday 27th September

Alastair Jones choice this month is the

The Cannonball Run

Starring Burt Reynolds, Roger Moore, Farah Fawcett, Dom Deluise and Sammy Davis Jnr.

The Cannonball sea to sea memorial trophy dash is a Non Stop Dash and anything goes, illegal road race from the Atlantic to Pacific Coastline.

Anything with a cast like this has to be funny.

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



SENIORS MORNING TEA

Tuesday 3rd September

CLUBROOMS AT 10 AM

ALL INVITED - COME ALONG FOR A
GOOD OLD CHAT AND CUPPA

PLEASE BRING A PLATE

Organiser: John Payne

Other club events of interest

24th Sept	North Cape to Bluff Tour
28th Sept.	Central Otago Blossom Rally
5th Oct.	Manawatu Swap Meet
11,12,13th Oct.	Canterbury Swap Meet
19,20 Oct.	South Canterbury National Veteran Rally
2nd Nov.	Far North Tour
16th Nov.	North Otago Swap Meet
17th Nov.	Waikato Swap Meet
19th Jan.	Wanganui Burma Rally

Advance notice: For Hillclimb enthusiasts

The Waikato VCC Branch Annual "Kairangi Hillclimb" will be on Sunday 6 October. Waikato & Waitemata Branches are combining to share this great venue and event. Those of you who have entered the Kairangi Hillclimb in previous years know it's a great venue, an excellent hill and you get plenty of 'runs for your bucks.'

Entry fee will be approximately \$75 pp

Further details in the coming months

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.

Sept 11 2019	Mid week Alan Pram Toyota Factory Thames
Sept 29 2019	End of month Kerry Williamson
Oct 16 2019	Mid week Brian Pratt
Oct 27 2019	End of month (Labour weekend)
Nov 13 2019	Mid week Michael Thorman
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.

DAY 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

Chairman's Report August 2019 by Ken Frew

Last weekend four other club members and myself travelled to Greymouth for the 2019 AGM, what a fabulous time to travel across Arthurs Pass by train with snow all around and they fly across from Hokitika to Christchurch on Sunday after a heavy snow fall the night before.

The AGM was interesting being my first and good to find out a bit more of how the VCC works.



The remit that our members discussed thoroughly at our last meeting was debated fully in the AGM and Jim Smylie then spoke for BOP VCC. He spoke against the remit, it would seem our club was the only one that felt that way as it went to the vote with approx. 35 people for and 5 against, so it was passed.

The second remit submitted by our club for a name change and after 2 or 3 attempts to have it heard was discussed at the executive meeting. Earlier the Chairwoman suggested that we held it as a new idea was to be presented that involved the whole VCC and that we might want to withhold or redraw our remit, however Jim pushed that it be heard and it was discussed fully and went to a vote, again approx. 35 against and 5 for (our own club members).

However I don't think that we have lost as another proposal put forward I believe will suit our club in a big way: a win, win situation.

I am waiting for some photos and data to come from Christchurch and intend to present the proposal at our next club night, see you there on the 9 September and don't forget our "Shiny Parts Auction".

It was great to be sitting in the meeting and hear the announcement that one of our own members had been awarded the "John L Goddard" award, congratulations Murray Toms, a presentation will be made at our October meeting, more on this to follow.

A lot of interesting facts and figures have come out of the weekend meetings and I will pass these to our Klaxon editor for print when he can fit them in.

Over 250 people and 75 cars joined the Daffodil Run on Sunday and when we asked at afternoon tea how many people were not club members about 70 put their hands up. That was great as that is what it is all about getting the public to know about the BOP VCC club.

Thanks to Linda and her team of ladies that did the afternoon tea, what a spread, thanks.

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



Hi everyone,

It is hard to believe it is September already and the year has really flown by it seems. As for August, it seems as though it has only just started and it is time to get another mag under way.

This has been a very busy month for myself but sadly it was not involved in Car Club activities but rather catching up on urgent work around home.

However thank goodness I have had sent to me various articles and photos of those that did attend our activities. To those members I say thank you for your contribution.

Several events that were well attended were first the combined shed raid organized by Theo de Leew of Waikato Club. Bryce Strong did the write up for that run and it arrived along with pictures in double quick time. Now that is dedication I reckon. Well done Bryce.

Then not long after the mid week run had gone past, Donn White sent in a report with pictures as well. Well done Donn.

Daffodil Delivery day was only half way through and an email arrived from Brian Pratt with several beautiful photo's taken at the start.

What a feast we have this month.

It is gratifying to receive these reports and all without any reminders or asking. We all like to read about events and what others are doing, or if, as in my case were unable to attend these events. Information is a vital key and the heart of any successful business or in our case our club. The Klaxon is our club magazine and if it does not contain articles of interest to the members there is no use having one.

The National Daffodil Day also went well and while I have not received a write up or photo's for it, by reading Ken's report in this issue of Klaxon and by talking to some who attended the day, it appears as though there was a big turnout. Not only did our Branch participate, but also several other clubs from around town attended as well. Ken and Linda, and I have no doubt others were involved as well, put together a great event and I look forward to hearing more about it.

Apart from our normal monthly activities, we were well represented at the VCC AGM. The Smylies along with Ken and Alastair attended that meeting and I am sure we will hear more at our meeting. While things didn't quite go our way it appears, our voice was heard. That is what meetings are about. To get a cross section of the membership and what they are thinking. After all. If we all thought the same then we would not need a meeting. You may win some and sometimes you don't. It is part of democracy. Thank you to those that attended and put our message across for us all.

Ken has kindly sent through several reports from the executive members of the VCC and I have extracted from these some of the details of interest for you all.

Read further on in this issue of Klaxon.

Coming up we have a shiny parts auction night which is always a bit of fun but the next big event surely must be our swap meet and car show day. I believe Ken and the team have been knocking a few ideas around for the event so it will be interesting to see what they have come up with. Yvonne has been cleaning up surplus books for our library stall and the pile is starting to grow quite well.

Enough for this month.

Cheers to all.

Paul

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

Report on Monthly Run 4th August 2019 – Waikato Shed Raid, by Bryce Strong

What a dismal Sunday! Cold, intermittent showers – and surprise, surprise – over 22 Cars from BOP VCC met at the Mobil Service Station on State Highway 1, Tirau Road. Because of the weather there was a good mixture of Vintage and modern cars, but Jim and Kaaren braved the elements in their Model A.

After a quick coffee and comfort stop off we went to travel to the first stop at C & R Developments in Hautapu in Cambridge – a section of which is the Ross Brothers Muscle Car Museum. Look it up on their Facebook page. What a deceptive, fantastic place to visit. Here we joined up with the Waikato VCC who had organised the run. Initially it looks like a great collection of mainly USA muscle cars, but then you pass through a portal (which is a very large bulldozer bucket!) into another huge shed with a vast amount of earthmoving and construction equipment. The centrepiece is undoubtedly a GINORMOUS Komatsu D575A-2 Bulldozer. Used in Australia, then bought to NZ to work in the Reefton Coal Mine to rip and push coal around. When the coal business collapsed, the machines were offered for sale but attracted little interest because of the cost of moving them – they are moved in three pieces, the rippers alone would be one load, the huge blade another, and then the machine itself! Lucky for us C & R Developments bought and moved this one here for our viewing pleasure. Judging by the number of people trying out the drivers seat, this machine was indeed a great attraction (Ron Elton complained that drivers' visibility was poor – I think it doesn't matter, as everything would get out of your way or get pushed!). Much other equipment and machinery was on display here, but I would love to smuggle a nicely restored International pick-up truck home. There was also some fully restored International Logging trucks and Dump trucks.

In the adjoining shed the muscle cars were in beautiful condition, with an eclectic variety of cars, including an American Police Pursuit car guaranteed to hit 137 miles an hour!. There were lots of Fords including a few Mustangs and a 1975 Falcon Coupe XB GT, and many GM products such as Camaros', a Holden Torana SL/R5000, a Walkinshaw Group A Commodore, Monaro 350 Coupe, a Stingray, and other brands including an Aston Martin DBS V8. Also many Motorbikes, Petrol pumps, a unique Camaro Z28-based pool table, and a great American style milk bar café. It would be very hard to list a favourite, but I loved the Falcon XY GTHO!

Overall these are really interesting collections that I highly recommend you make an effort to see. Watch out for the Kenworth truck bursting out of the building!

We then did a drive-through the APL/Fosters building site which is located alongside the Cambridge expressway. A huge building 500 metres long by 142 metres wide, clear span with one row of support beams down the middle. A \$50 million construction site, with a further \$50 million of machinery to be installed, this is a very big project. Glass products will be manufactured here, with 75 new jobs being created in Cambridge.

After a drive across Hamilton towards Raglan, we visited Ken Haines workshops where we had lunch. He had many tractors and several Hudson cars, a very old Albion truck (1919?) a Rugby car and other vehicles.

From there we went towards Horotiu and visited Mark Potteron's shed, and viewed his restorations in progress. We saw a 1923 Courier 4 seater tourer (I had never seen one before), a couple of Buicks (one a very smart fastback 2 door art deco model), a Chrysler saloon under repair, an Overland, and he also had a large model aviation collection, including both rotary and fixed wing models.

Back to Hamilton to view Waikato Engine Restorers, who have a wide range of engine repair equipment. A huge truck head with four valves per cylinder impressed me. I think Don Wade was ready to roll up his sleeves and start work there!

And finally we went to Murray and Anne Ashby's home to view his Model A collection, both finished vehicles, and the many being repaired (or awaiting repair). Murray said that he has owned over 40 Model A's, so I suppose he can be regarded as a Model A fanatic! Anne put on a wonderful afternoon tea, which was much appreciated. It was also a great opportunity to meet many of the Waikato VCC Members.

Despite the earlier wet weather, the run home was in bright sun – a great end to a very interesting run. Our thanks to Theo de Leeuw from Waikato and Jim Smylie from BOP for organising this run.







Our Mid week run to Te Puna and Bethlehem Shores
Story and Photo's by Donn White

The steady rainy episodes from the past few days dwindled to just a light shower as around 40 cars and 65 people made their way to the Te Puna Quarry venue. There, we were given our instructions by Ken Frew for a quick fire run which culminated at a luncheon venue which was still a mystery as we pulled out of the quarry.

Ken had us do a quick tour of the Te Puna region before we assembled on a side road prior to heading in for our lunch venue. This proved to be Bethlehem Shores and the very swish establishment was inspected by the mid week run participants. Then we were efficiently processed for an excellent lunch on site at very reasonable prices. Simon our host from Bethlehem Shores welcomed us and explained that anyone over 55 years of age can apply for a concession card which means that they are most welcome to visit the cafe and partake further in the quality refreshments as it suits the card holder.

The large number of cars participating in this mid week run meant that our vehicles were parked around much of the Bethlehem Shores complex and this provided plenty of attention for the residents and staff. Ken said that he was encouraged by the good level of participation with the August mid week run and feels that next month's mid week run to the Toyota factory in Thames on September 11 will also be well subscribed.



From: Karen Gemmell
Fundraising Coordinator - Bay of Plenty
Waikato/Bay of Plenty Division Cancer Society of New Zealand Inc.

Thank you so much team! Beautiful photos and thank you all so much for your amazing contribution yet again! Delivering these flowers every year is such a huge undertaking and you make it all feel so easy.

Many thanks and kind regards
Karen



Extract from the Registrars report at 2019 Conference by Rod Brayshaw

All VIC Application questions must be answered or noted 'Not Applicable', or they will not be processed. Recently some applications have been sent back to some branches because of errors that include missing signatures, no photos, some have applications for Lighting Endorsements, but do not have VIC applications accompanying them.

Vehicle ID Applications PHOTOS

It has been noted that photographs processed by photo processing shops are now not always to the size required for the VIC Card. The VIC card is the standard A5 page so we ask applicants to stand further back when taking the photo so the image can be cut down to fit A5.

We have processed 1032 Non-Member Applications.

There are still members and non-members who have difficulty at Compliance time when they have minimal documents and proven information about their vehicles. Recently there has been a Model T Ford, a Royal Enfield Motorcycle and a Moped being sent to the LVVTA for Certification by NZTA because the owners cannot provide a prior NZ registration history. These vehicles are not modified but are re-stored original vehicles, but lack in paperwork detail. NZTA have declared they may be Replicas.

| am pursuing this situation with the NZTA as our system was designed to facilitate these situations by using our signatories to inspect and prove that the vehicles are original or Replicas.

The prior NZ registration could still be a difficult problem for our members as NZTA have tightened up in this area. It still remains an issue as previous NZTA management destroyed all the old records that some of our vehicles would have been listed on.

The WoF test at larger testing stations is becoming difficult for members where the testing personnel have limited knowledge of Historic Vehicles. | have been in contact with the authorities who advise a WoF is a commercial transaction so the owners can choose who they wish to complete this task.

NZTA have massive problems to solve they say hopefully by the end of October with the Heavy Vehicle Certification and the Repair certification system.

AS A MEMBER OF THE CLASSICPARTS4YOU.COM COMMUNITY, YOU CAN ACCESS a parts catalogue for over 6 million classic parts for more than 17,000 cars

(note added by Klaxon Editor: To access the site, search "classic parts for you". From there you will need to register yourself to the site.)

Classicparts4you.com collates these sources for you, thus for the first time providing an overview of the current status of parts availability from a single source. As is to be expected, the younger the vehicle, the better supply will be, starting from the 1960s. For pre-war vehicles, however, only a handful of parts from industrial production are on offer. In such instances further targeted searches are required, for example via the shop portal with access to the parts warehouse of the affiliated workshops with used and new-old stock parts.

_ Complete overview of available parts

- Sources of supply with prices for OE and replacement market Parts

_ - Technical and price information from the manufacturer, Unchanged - For the first time also information about substitutions

_ - Which part is used to replace a component?

- Which component has replaced a component?

Extract from Registrar report at 2019 conference by Tony Bartlett

As | reported to the VCC Management Committee in May, the FOMC Secretary, Chris Butler, presented a session on the NZTA's Crash Analysis System (CAS) at the AGM. This has involved the gathering of data on road fatalities and serious injury accidents since the 1980s, together with a comprehensive analysis. One interesting thing that came out of the data is that in the quest to seek 12-month WoFs for our historic vehicles, we may have to lobby for this to be introduced in stages if we are to be successful. The reason for this is that the data showed that death and serious injuries involving pre-1970 vehicles have numbered about 250 per annum, whereas this increased to about 510 when vehicles up to pre-1975 were included and the figure for a vehicle range extended to include vehicles manufactured up to 1980 was about 1150. In light of this it was agreed that the FOMC (including the VCC as an affiliate of course) may have more success in obtaining a 12- month WoF regime if this quest is sought in 5-year steps rather than 10 or more.

To put the thinking into context, if we are to respect the Government's initiatives to make a concerted effort to reduce road fatalities and serious injury accidents, we have to acknowledge that the data may indicate significant numbers of 'historic vehicles', as defined in legislation, are still being used as 'daily drivers' by the general populace rather than being in the possession and care of historic vehicle enthusiasts in clubs. If that is the case, then retention of the current 6-month WoF regime as one of the current safety measures for influencing a reduction of deaths and serious injuries involving the youngest historic vehicles in the fleet may be hard to refute, whereas a staged upward extension of 12-month WoFs may meet with greater support.

With regard to the "Low Emissions Economy", there is no doubt that targets have been set or bandied about that could ultimately impact on vehicle owners, some more so than others, but the finer details on achieving the targets are just not specifically spelt out at present, so no concerning impacts on owners of historic vehicles are evident. When there are clearer plans and proposals in place to respond to, the FOMC will do so. The FOMC Executive is to meet again on 14 September to have further discussions in this regard. There is definitely a need to maintain vigilance and it is accepted that good public relations will be important to us.

There has been an FOMC resolution passed to meet with the Transport Ministers, initially with Associate Minister Julie-Ann Genter around late September or October this year. Issues to be discussed will include a submission outlining how the historic motoring movement contributes to the nation's wellbeing and how restricted or increasingly difficult access to fossil fuels would upset the social fabric of our communities, which is one of the Government's stipulated considerations. The FOMC wishes to convey to the Ministers the important role that historic vehicle enthusiasts and their vehicles serve in preserving our motoring past. The VCC President Diane Quarrie and possibly another VCC representative will be asked to join the delegation.

The FOMC adviser from the AA, Mark Stockdale, has pointed out that it is not necessarily detrimental to the historic motoring fraternity that we are comfortable with the Government's initiatives around promoting the uptake of Electric Vehicles. The Interim Climate Change Committee (ICCC) has been set the task of exploring options for New Zealand to achieve its low-emissions economy targets and a monitoring stance is key for us.

At the FOMC Annual General Meeting | was re-elected onto the Executive to serve another year.

Extract from Archivist report at 2019 Conference by Don Muller

The last year has been a busy and rewarding one, with many projects that had been started, now being complete, along with many new projects also completed.

To name some, I am pleased, that all the 13, 1930s 33 1/3 rpm, Ford Sales Promotional 16" & 12" Vinyl records have now been digitized and are stored on disk and hard drive. Thanks to a friend who modified an old turntable, that made it possible to record these rare records. If any Ford enthusiast is interested in hearing some of the audio tracks, see me during the weekend, as they make interesting listening. All the Archive library books, magazines and maps are now stored in a database, with 56 categories & 45 storage locations. This has already proved to be extremely helpful, when searching or adding records.

Because of numerous requests from members wanting to find a photo of a vehicle, I have started scanning the numerous boxes of Car, Motorcycle & Commercial photos & later, photo albums, to a database, with approximately 15 Sareea fields, such as, make, model, registration and rally numbers, owners name, where & when, to name some. Each record has a full screen photo of the vehicle, that can be emailed if required. So far Marlene and myself have scanned approximately 1700 photos. There is still a long way to go until the job is finished, but it will be worth it. This not only improves the ability to be able to search the Archive photo records, but also protects these valuable records in the case of fire. If any member is interested in either the Library or Photo / inventory software, please contact me.

I have noticed in the Beaded Wheels and Branch magazines, there are constantly members wanting to make contact with someone, that is knowledgeable on a certain Marque/models of vehicle, to help them with information for their restoration. Everyone who first buys a car to restore, would love to talk to someone and get some tips. I thought it would be helpful to the members, if there was a database of members, who consider they are, "Enthusiasts of Certain Marques" (experts on a certain make /model of vehicle), be it a car, motorcycle or commercial and would like to be included in the Archive Database. If you are interested in this, could you please send your contact details, Name, address, Ph#, email address, the Make and models and the years of the vehicle to, archivist@vcc.org.nz Hopefully in time, there will be an extensive database, for members to access by email & be able to be put in contact with an "Enthusiasts of Certain Marque."

I have asked many members if they have seen a certain video, that they may be interested in, contained in the "Touro 500Gb hard drive", that was sent to all VCC branches in 2015. The hard drive contains, 329Gb, of 259 folders of rallies, videos and photos, historic footage of motoring history and motor racing plus more. Unfortunately, I haven't spoken to anyone who is using it for the purpose it was made for. But, when the Touro HD was found by one branch, in their words, "they were blown away. If you haven't seen or heard of this 500Gb HD, please make enquiries to your Secretary or Librarian, you will be pleasantly surprised.

We were recently given some memorabilia from the Christchurch Corsair Club, which ran from the 1930s to 1990s. They had a very active Motorcycle Section and the Archive already houses a number of their Presentation Cups. Amongst the memorabilia were 21 interesting poster sheets of the Clubs excursions that they went on in the 1930s-40s. The West Coast Branch may be interested in these?

Since last year's AGM, there have been an increase in out of town visitors to the Archive, which is great meeting members from other branches. If you are passing through Christchurch, you are welcome to visit, but please ring prior to your visit, to confirm if I am available.

NATIONAL NORTH ISLAND EASTER RALLY



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

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/>

I was looking for information on the website the other day when I came across this article so decided to share it with you. by Paul Beck.

The Largest V8 Ford Ever Built That Powered The Sherman Tank

THE FORD GAA



We take a look at the development history and features of an engine that powered the M4 Sherman and other vehicles.

Starting life before World War II as a 27-litre V12 designed for aviation purposes, the Ford GAA would eventually become a

world-class V8 for both military and civilian purposes.

The Mighty Ford V8

It was originally designed as a V12 on request from Henry Ford. Anticipating the start of another world war, Ford set about designing an engine better than any competing designs. It was highly likely a big market for high performance light-weight engines to power fighter aircraft would open up and Ford wanted the contract to supply them. He started work on a V12 to beat Roll-Royce's distinguished Merlin engine but with the same 27-litre displacement.

To win the contract the engine would need to be more advanced and be more powerful than the Merlin. After completing his design, Ford presented to the Air



Corps a 27-litre all aluminum 60-degree V12, with four cams and forty-eight valves. The engine had some truly modern features for the time. Henry Ford was so confident he would win a major contract he already had the tooling and casting cores ordered for its manufacture.

The prototype was much more advanced than the Merlin or the older Allison, pushing out 1800hp on its first test run. But to Ford's dismay it was the Allison V12 that was preferred, due to it having been around for a number of years previously, with many spare parts available and the men trained on repairing and maintaining it.

These were major considerations that would win the contract for Ford's rival.

All was not lost, however. The Tank Corps were in need of a V8 to power their Sherman tanks so Ford was approached to resolve the problem of engine supply. Ford removed four cylinders from the unused V12 casting cores to make an 18-litre V8. To speed up assembly and supply of this new engine, they simply retained the same design from the V12, keeping the 60-degree angle and its all aluminium construction.



The V8 looks easier to work on than the multi-bank that was currently being used in Sherman's so the Ford GAA, the largest petrol V8 in history, was born.

For its time the GAA was a marvel of engineering. Due to its military role it had no belts or chains whatsoever, everything was gear driven for durability and

to reduce maintenance. There was a power divider to drive the cams, distributors and pumps. A rare sight on engines at the time, its spark plugs were located centrally in the combustion chamber allowing for a more complete detonation of fuel.

It became a very successful engine in the M4A3 Sherman

It was a true Double Overhead Cam engine with two exhaust valves and two inlet



valves per cylinder. A 198lb flywheel was used to smooth out the firing order of the huge engine. The GAA's capabilities were regarded as under used while powering tanks so was never properly pushed to its limits in this role.

The 18-litre V8 produced 500hp at 2600 rpm, producing a monstrous 1400nm of torque at idle. It was designed to live at low rpms to keep sustained powerful output. Due to this a governor had to be installed with the limit set at 2600 rpm. Crews of the tanks with this engine were known to remove the governor to increase rpms and allowing more power in dangerous situations.

However without the limiter a stock engine would rev to 3800 rpm before the valves would stop following the contour of the camshaft lobe, and begin to float, known as valve float. If that happened the valves were no longer strictly controlled by the cams, and could cause collision of the pistons and valves. An odd feature was the two carburetors being mounted at opposite ends to each other on the engine, making the fuel-air mixture much richer at the end cylinders compared to the central ones, often fouling the outer spark plugs more quickly.

An example is now held at the Tank Museum in Bovington.

The GAA V8 Provided a brilliant service on the battlefield and proved itself and soon after the war ended, the engines began coming into civilian hands. Because of its extreme reliability and low sustained rpm the engine was ideal in industrial roles such as in oil fields, trucks and boats. After people began tinkering it was discovered that the engine's true potential was relatively untapped and because of its massive size had capabilities for increased horsepower and torque, especially when used with a turbocharger or supercharger.

It was found that stock pistons were good up until around 1200hp at which point the rings began to fail and the pistons themselves also could crack with moderate boost pressures.

Modifications such as replacing pistons and valve springs, balancing moving components and adding direct injection and turbocharging, can give a sustained reliable output of 2200hp. Noticing this, the engine became popular on drag strips where it performed so well it was subsequently banned from competing in the 1950s. More recently, tractor pullers have managed up to 5000hp for shorter durations.

The Ford GAA was rushed to service, but over its lifetime served many different interests, proving the adaptability of the engine. From its unequalled reliability in combat, to pushing over double its standard horsepower with stock components is really a testament to Ford's ability at constructing a solid engine.

Murphy's Law and Vintage Cars

Murphy's law has been attributed to a number of sources, and the stories concerning them could fill a library. Let it be sufficient to say that anyone who is involved in the restoration of old cars and similar hobbies has been affected by Murphy's Law or one of its derivatives. Over the last 25 years or so of the old car hobby, most problems arising the night before a rally, or the rattling sound coming from within the engine when you are at least 100 miles from home, have been blamed on almost everything under the sun. But how wrong we all were. Very simply. It is a well known fact that "whatever can possibly go wrong - WILL."

During recent times, many applications of the law to our own hobby have been observed, heard or otherwise acquired and these are now listed.

- 1 Never fix anything that is not broken.
- 2 The nut or bolt that is the most difficult to reach will always be stripped or seized.
- 3 No tool will ever be found again once it is put down.
- 4 Nothing is ever put back together the reverse of the way it is taken apart.
- 5 One last pull on a nut or bolt to make sure it is tight will always strip it or snap it off, but if it doesn't get that extra pull it will always loosen and fall off.
- 6 Bright clean and new parts are always defective but dirty greasy old ones work fine, unless you clean them.
- 7 During a roadside repair with the wrong parts being used, the fit will be perfect and the repair permanent.
- 8 A prospective purchaser attempting to start the engine will usually cause ignition failure and carburetor flooding.
- 9 If a part is carried as a spare, it can either never be found or won't fit when it is needed and if the part comes in two sizes or in a left and right, the one you need is not the one you have.
- 10 If when removing an irreplaceable bolt or nut and it is dropped on a spotlessly clean floor, it will be heard to hit the floor then vanish for ever.
- 11 Any tool dropped while working on the car will automatically roll to the geographical center under the car.
- 12 The probability of a car not starting is in direct relation to the number of people standing nearby watching you.
- 13 A tyre will only go flat if you have left the jack at home.
- 14 No matter what fails on your car there is always someone who knew it would.

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For Sale: 1937 Lanchester Roadrider, Wilson fluid drive. I bought this project 15 years ago to save it from the refuse tip. A quality English car in its day. Complete but no doors, engine (Six cylinder 1500cc) dismantled. Free to a keen restorer. Bruce Hutchinson 027 4725 010

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: 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: 1972 Rover 3500 V8 P6B. \$6000. Further details contact Murray Burt. 07 5495607

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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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