

KLAXON

THE VOICE OF THE VINTAGE CAR
APRIL 2020

RESTORATION STORY

1948 DODGE



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	JAMES TURNER (AMY)	021345053
COMMITTEE	KAAREN SMYLIE (JIM) 021664341 or 07 5764180	

OTHER ELECTED OFFICERS

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	YVONNE ALLEN (IVAN)	07 5432629
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

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. **BADGES ARE FREE TO NEW MEMBERS.**

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.

April: Michael and Jane Thorman

May: David Joblin and Doug Wood

June: Kevin and Kathy Bridgeman

Thank you to those who have volunteered for this important task. However volunteers are still required for the rest of the year

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 two hours.



BOPVCC Local Events - April

All club events, i.e. End of Month Runs, Committee Meetings, Mid-Week runs and Noggin 'n' Natters are CANCELLED until further notice.

This is a result of the global situation and the imposition of necessary preventive health measures announced by the Government during the past week. It is important that you are all advised about the measures that we must take to ensure your health and wellbeing, as well as complying with Government directives.

You may not be aware that the VCC Head Office has cancelled all National Events being the National N.I. Easter Rally, the Executive Meeting, the National Daffodil Rallies and the Vero International Festival of Historic Motoring which was to be held in January 2021, this event has now been postponed to January 2022.

The BOP VCC have also cancelled the Highland Fling Rally which was scheduled to be held at the end of April this year.

The parts shed is now closed but if you want anything contact **Jack Anderson on 576 6346**, likewise the library is also closed but any enquiries please contact **Yvonne or Paul Beck on 574 8482**.

Normal service will be resumed as soon as possible.
The Committee are in touch regularly and will endeavour to keep you informed through Kaaren's "**Buzz**" page. If you know of a member who does not receive "**The Buzz**" for some reason, please make contact with them to keep them informed.

Chairman's Report March 2020

Well 2 days down & 26 (?) to go, who would of thought we would be on home detention without committing a crime! I would hope to see a lot of very clean and shiny veteran, vintage and classic cars at the end of this time. My project has had more hours spent on it in the last week than in all the time I have owned it.



I would like to thank vice chairman Kerry and our committee members for covering for me early in the month whilst I was enjoying with Diane a cruise around New Zealand, we were one of the lucky ones that had a great trip with no virus and got home in time without any problems.

You will be tiring of hearing all the do's and don'ts so I won't give you any more, however I think we are doing the right thing.

Klaxon and the Buzz will keep you up to date with any changes if any, until then keep safe, keep well and keep in touch with each other through the telephone.

Ken

Next sunday:



While at the supermarket, I asked a staff member where I could find the nuts. He said they were in the toilet paper aisle.



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



Hi Everyone,

This month seems to be so full of the Coronavirus news that it is hard to ignore. By the time of publication of Klaxon, the country will be in full lockdown. Who would have believed a full lockdown would be necessary in NZ. I am sure the economic effect on the country will be huge and be felt for several years afterwards so here's hoping it all works as per plan and we pull through it all quickly and safely. Good luck and best wishes to everyone.

At our last meeting, Kerry gave an interesting talk on his trip to Sri Lanka. I myself did not realise that a country which I had always considered to be poor had such an array of aircraft in such a fantastic museum and many of them in working order. All that was followed up by Kerry's knowledge and ability to name almost every aircraft and vehicle on display. Thank you Kerry. Well done.

Yvonne and I have been quite busy in the Club Library lately after a large number of books and mags have come in. Many of the books required repair in one way or another and sorting out as to what we had room to keep and what was suitable to resell at our swap meet. Yvonne proudly sighed just before we left on Monday that she had reached the end of the pile that required sorting and cataloging. A huge job and well done Yvonne.

The last Klaxon included an article submitted by Alastair Jones about a radiator problem in a car he used to own. The feed back and comments generated from that article was amazing. I am sure that many of our members have similar stories or embarrassing moments they can relate to and submit to Klaxon to share.

The Committee seem to be short on volunteers to arrange the monthly runs or guest speakers who have a story to be told. If anyone has any ideas to contribute Ken will thank you for them. I am sure there is someone who will organize them but it is the "seed we need first" before it is able to germinate.

I have a small apology to make to those who receive the hard copy of Klaxon. Unfortunately the printers have closed so I am unable to produce a hard copy version for as long as the lockdown continues. For those members who have subscribed but do not have email facility I have published a much reduced version of Klaxon and will post it to them. But due to the large amount of work it takes to do this I have had to restrict it to those without the email facility. To those others I can only say "sorry" and to please understand and be patient. Normal service will resume as soon as possible.

Enough for this month,
Stay safe everyone.

NEW MEMBERS

We would all like to extend a welcome to our new members.

Martin Chapman. Martin has a 1989 Fiat Uno.

Please make contact with David Joblin to order Club Badges. Contact David 07 544 1690

Club badges are necessary for entry to some events and are issued free to new members

That Motoring Jargon

<i>Jargon</i>	<i>Meaning</i>	<i>The real meaning</i>
Amber gambler	A dealer in stolen semi precious stones	A driver not stopping on an amber light
Automatic choke	When you ask for more housekeeping money	The choke sets automatically on a cold motor
Bhp	B..... hire purchase	A system used to state the power of an engine in horse power
Blowing a gasket	Getting furious	Gasket is material used to seal machining imperfections
Bore	Next door neighbours husband	The diameter of the pistons in the motor
Column gear change	Military command to change uniform	Gear lever on the steering column instead of the floor
Con rods	Dummy guns	Conrods attach the pistons to the motor crankshaft
Crank	Your next door neighbour	A device used to turn over the motor by hand to enable starting
Damper	The guest you are sorry you invited	The shock absorber system which takes the bounce out of bumps
Electrolyte	Drunks attempt to describe the lighting system on the car	The solution of water and acid in the car battery
Idling speed	Your husband doing the washing up	When the motor turns over at it's slowest speed
Tappets	Small chorus girls	The arms sitting on top of the valves in the motor to push them down when required
Tappet clatter	Fred Astair in his heyday	When the tappet clearance is too large they make a rattling noise
Hydrolastic	Super stuff for holding up your pants	A special type of suspension system which connects front and rear shock absorbers with a hydraulic line
Front wheel drive	Space in front of your house for only half a car	Where the power of the motor is transmitted to the front wheels

We would like to thank our regular sponsors

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THE BOP VCC SAY THANK YOU TO YOU ALL FOR SUPPORTING OUR CLUB

TO ALL OUR MEMBERS

PLEASE SUPPORT THESE BUSINESSES WHERE YOU CAN

If you have a VERO email address in your contacts, the email address has changed.

Their VCC phone number remains the same

0800 654 411

but their email address is

now veropersonallines@vero.co.nz

A full 2020 VCC online membership list is now available

Contact either

Michael Thorman (Secretary) bayofplenty@vcc.org.nz

Or

Paul Beck (Editor) klaxoninfo@gmail.com

March mid week run to Katikati - photos by Donn White

Our mid week run this month went to Katikati. It was attended by about 23 cars.

Travelling along a back country scenic route ending in Katikati at Murray and Jan Burt's place to view Murray's fabulous collection of equipment which sadly he has to part with. Then on to Waihi Beach RSA for lunch. A great day out organised by Gideon.



The restoration of a 1948 Dodge – by Bryce Strong

In 2002 a boating friend who had owned the Dodge for 20 years, was keen to do the Vero Invercargill International Rally in January 2006, and suggested that my wife Christine and I could use the Dodge, after he and I had rebuilt it! He had rallied it often, including a trip around the South Island. Previously a panel beater had carried out a full panel and repaint, but my friend had never been happy with the finished result, as the front body panels never fitted very well. At that time I had never been involved with the Vintage Car movement.

After a long beer fueled discussion the evening ended with an agreement that I would buy the Dodge for the paltry sum of \$10.00, and together we would rebuild it!

He estimated that the cost of the rebuild would be about \$10-\$12K. I thought that was a wild overestimation, as the car had been a good runner, and was 'all there' and in good visible condition. I thought 'maybe \$5-\$6K! Three years later the completed cost was over \$14K.

And so the rebuild started, which many of our members would be familiar with:

- Body off, all doors, bonnet boot and chrome removed, boot floor and rear body mounts repaired
- Body to panel beater for A pillar repairs
- All door gear (winders, door locks, etc) removed
- Doors, bonnet, boot lid taken back to bare metal, etch-primed and undercoated
- Engine and radiator out
- Clean and repaint chassis, overhaul complete braking system, replace shocks
- Engine and radiator back into chassis
- Body back onto car, prepared and undercoated several times
- Doors, bonnet and boot attached back to body
- Car back to painter and finish coat applied
- All chrome and fittings reinstalled
- New wiring loom and battery installed
- Get engine running and register, WOF, and VCC Certification

That lot took us almost three years!

We departed for Invercargill immediately after getting it back on the road, and learnt a lesson which was to ensure that the engine water-jackets were clean. The motor had been sitting 'dry' for about 6 years. After the hills on the western route before Turangi the engine started overheating. The problem got worse the further we proceeded south. At Palmerston North we stopped at a friends, and removed all radiator hoses and back-flushed the radiator, but by Wellington she had overheated again.

We had to meet a ferry booking, so battled on, with great difficulties getting down the Kaikoura coast on a very hot day to Christchurch where we arranged for the radiator to be pulled, and a new core fitted.

Our problem was blocked radiator tubes, caused by rust and slag from the engine. When a motor sits dry for an extended time the rust and slag dries. This only breaks away when the engine reaches normal to high running temperatures over a long drive. Running up and down the relatively flat Auckland motorway system never got the engine hot enough for this to become a problem, but the North Island hills certainly did!

While installing the re-core the radiator man fitted a 'filter sock' in the top hose to ensure that this would not happen in the future. When I commented that I wish someone had told me about the 'sock' he said – "*we are here to sell you radiators, not socks!*". Hopefully someone else will learn from my experience!

After that the car performed well, and we enjoyed the Rally and our time in the beautiful South Island.

A few months afterwards we decided to enter the Waikato double 50 rally, and while sitting at the start line the engine suddenly developed an ominous knock. Upon pulling the head and sump we found that a piece of a ring had broken off and traveled up the bore onto the top of its piston, where it was hammering away trying to get out! We then removed the front end of the car (on old Chrysler vehicles the inner and outer front guards, grille and radiator unbolt as a complete unit) pulled the motor and completed a major engine re-build.

After that we sold the Dodge, and purchased a 1966 Daimler Mark 2 V8, sight unseen – but that is another story!





While you are wondering what to do during the lockdown you may wish to view a couple of interesting video`s

The first video is Sir Stanley Hooker. Rolls Royce & Bristol engineer. Sir Stanley Hooker played a major part in Fighter Command's success in the Battle of Britain. Few will know that Stanley Hooker played a major part in making legendary aircraft what they were. He helped Sir Frank Whittle in his development of the jet engine. Whittle grew increasingly concerned about Rover's inability to make the parts he needed for his project. Hooker persuaded the chairman of Rolls-Royce, Ernest Hives, to meet Whittle. He was so impressed with what Whittle planned that he got Rolls-Royce's Derby factory to produce what Whittle needed. Rolls-Royce took over the Rover factory in Barnoldswick in an exchange with Rover that saw Rover take over the Rolls-Royce factory in Nottingham. Hooker was made chief engineer of the Barnoldswick factory working on the jet engine. Hooker worked on the successful 'Nene' jet engine, an unlicensed version was used on the Mig-15 during the height of the Cold War, and the 'Olympus' engine that was used on later versions of the Vulcan bomber – the mainstay of the 'V Force' during the Cold War. Hooker also played his part in the development of the 'Pegasus' engine that allowed the Hawker Harrier Jump Jet to take off vertically. Stanley Hooker was knighted in 1974. A modest man who underplayed his achievements, Hooker titled his autobiography "Not much of an engineer" – something that had been said to him at an earlier stage in his career.

<https://www.youtube.com/watch?v=oXl30uh9PZM&feature=youtu.be>

Also a video on Bill Gates with a speech he made in 2015 on being ready for the next outbreak epidemic. It is entitled We are not ready yet. It is interesting to follow what he is talking about and how it compares with the actions our Government has undertaken so far to contain the Virus outbreak

Bill Gates 2015 on We are not ready

https://www.ted.com/talks/bill_gates_the_next_outbreak_we_re_not_ready/#t-437365

A Model A story: submitted by Peter Robinson

Mail Contractor says: "No other class of wheel could have stood the strain of side slipping."

P.O. Box No. 49, Tauranga,
April 11th, 1929.

The Manager,
The Colonial Motor Co. Ltd.,
Auckland.

Dear Sir,

Just over seven months ago we bought a "Ford" Model "A" Touring Car from Messrs F. N. Christian & Co.

We have the mail contract between Tauranga and Rotorua via Oropi and anyone who knows that road will understand what that means.

For three months we carried on the service under conditions which were without a parallel, the front bumper often pushing the mud ahead and a set of best quality truck chains refusing to stand up to the work.

The grades we have to contend with are in places heavier than one in seven, our loads have often been excessive, and our past experience leads us to believe that no other class of wheel could have withstood the strain due to side-slipping, and no vehicle of any price could have given better service on this run.

We have never been held up, and we wish particularly to say, and we are in a position to say it, that the internal braking is most wonderful, not only from the point of holding on grades but also from the point of wear. Previously we found it impossible to keep external brakes in order, but these brakes have only once been re-lined, and we have now done 12,400 miles.

We can only say that it is a wonderful job, not at the price, but at any price.

(Signed) W. H. LOWE.

Electric Vehicles and Registration Costs - by Paul Beck

The latest Federation of Motoring newsletter brings up some points I have covered in recent Klaxons about the introduction of electric vehicles in NZ. It is interesting to me that someone else is saying much the same thing that while electric vehicles are probably the future, the country is lacking generation capabilities to handle additional loads. Nor does it seem to have any plans to extend our capabilities either. The newsletter also states, "It would seem a currently unaffordable multi-billion dollar investment in New Zealand's power generation and supply networks would be required if Environment Minister James Shaw's dream of 95 per cent electric vehicles was ever to be realised. Unless of course we shut down the Tiwai Point smelter, increase coal imports from Indonesia, and all cook our evening meals on backyard barbecues". This I agree with. It's a little like building a whole lot of carts then wondering where we are going to get the horses to pull them.

So next time you plug something in to a power point, just pause for a second and ask yourself. Where does the electricity come from and can the system manage the extra loading. Then plug it in and hope for the best that it will work.

The newsletter also relates to discussion involving the views of the Federation of Motoring views on the current registration and WOF system and how we compare with other countries. I also put in a couple of Klaxons back an article on the Queensland Motoring Act and how it affects vintage motoring in Australia. It is interesting to read in the Fed's news an expanded version of how vintage motoring is viewed in other countries as well. I have copied that report for your interest.

SEEKING REDUCED WOF AND REGO COSTS FOR HERITAGE VEHICLES by Roy Hughes

It has been the policy of the FOMC to seek further reductions in the costs and inconveniences incurred by classic and heritage vehicle owners. Because most collectable vehicles cover only limited mileages each year we are pressing for 12 month rather than six month WoF inspections. We are also contending that as probably most vehicles aged between 30 and 40 years are no longer daily drivers they therefore should qualify for vintage registration. But in concurrence with the policies of the Vintage Car Club the FOMC wants to ensure any beneficial changes do not also result in new limits on our unrestricted rights to use older vehicles on public roads, or any other more onerous requirements.

In the United Kingdom vehicles built or first registered more than 40 years ago are now exempt from the previously required MOT check, the British equivalent of our Warrant of Fitness, as long as no 'substantial changes' have been made to the vehicle in the last 30 years, such as replacing the chassis, body, axles or engine. And there is no vehicle tax or registration fee payable if a vehicle was built before 1980. But this tax exemption must be applied for and can be described as putting a vehicle into the 'historic tax class'. However exempt vehicles must still be kept road-worthy and owners can be fined up to £2,500 and allocated 3 penalty points for using a vehicle in a dangerous condition.

In the Australian state of Victoria the club permit scheme allows members of recognised vehicle clubs to make limited use of historic vehicles on the road network. The fee is only \$153.90 for 90 days usage per year or \$79.60 for 45 days usage,

compared with up to \$800 for normal registration. Vehicles must not be driven for more than 90 days in each 12 month permit period and are issued with specific club permit plates and windscreen labels. In general, the Club Permit Scheme applies to vehicles 25 years and older. The CPS requires owners to be financial members of a club, and a logbook entry must be made if the vehicle moves more than 100 metres from its garage address. Any “abuse of the scheme” can result in far reaching implications for the individual and their club such as fines for driving an unregistered vehicle, loss of the individuals Club Permit, or loss of their clubs authority to operate the Club Permit Scheme, or even cancellation of the entire Club Permit Scheme for all enthusiasts. In New South Wales, for an annual fee of \$100, heritage vehicles may be registered under a conditional scheme known as the Historic Vehicle Scheme (HVS) if they are 30 years of age or older and the owner is a member of a recognised historic vehicle club. To be eligible for the much lower rego fee historic vehicles must be as close to original condition as possible, with no alterations except for safety features such as seatbelts and turn indicators. To register a vehicle in the Historic Vehicle Scheme, owners must present a completed application for Conditional Registration, proof of identity, proof of registration entitlement (e.g. an original receipt for the vehicle, which clearly shows the buyers name, the sellers name, address and signature, the VIN or chassis/frame or serial number and the date of acquisition), and a Historic Vehicle Declaration, signed by an official of a recognised and participating historic vehicle club. A vehicle safety check inspection report is also required. Historic vehicles can be used for events organised by recognised vehicle clubs or community organisations, provided an official invitation has been received and recorded by the club in the official minutes, or ‘Day Book’. Historic vehicles can also be driven on a road for servicing or inspections within short distances from their place of garaging. If a longer journey is needed, owners must notify their club and arrange for the details to be recorded in the official minutes or ‘Day Book’. Vehicles registered under the Historic and Classic Vehicle Schemes can be used on public roads for no more than 60 days each year, outside of organised club events, with each day of general road use recorded in their log books. Similar regimes with variations are available to historic and classic vehicle owners in other Australian states.

For New Zealand heritage vehicle owners the choice may be whether it is worth surrendering our largely unrestricted freedom to use our collectable cars to obtain a reduction in fees. #

My thoughts on this by Paul Beck.

To me the answer is obvious. Our freedom of motoring in this country is treasured and we must retain it. I can see though that members with larger collections though are penalized and it is because of those members that the question has arisen. The way the transport system operates in this country I cannot see that they are simply just going to make a reduction in fees without a trade off. Our country’s laws and standards are quite often based similar to Australia’s so the first place they are going to look is what are the Aussies doing. Therein lies your answer. Is it worth pursuing a loss of freedom that we already have?



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***

**Parts shed open most Monday
mornings**

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

.

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10hp, 12/6, etc.

Peter Woodend. 07 571 5525 or 027 605 4040

Note: new email address: classic tyresnz@gmail.com

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

For Sale: 1971 MG MIDGET, MK 3, 1275 cc. Reg & W.O.F. A fun car to drive and
performs surprisingly well. A five-speed gearbox adapted to fit this engine is avail-
able. Phone 07 8633554 or email ianverrall@outlook.com

For Sale: CHEV 1939 Master 85 (Straight Axle). Maroon with beige leather uphol-
stery. Blue Flame motor, 12 volt electrics, high ratio diff, fully rebuilt over many
years. Large file of receipts and photographs of work done. Workshop Manual,
Handbook and Parts List. New exterior sun visor included.
Phone Ian 07 8633554 or email ianverrall@outlook.com

For Sale: Set of 5 V6 Commodore hubs, stubs, rotors and calipers PLUS 6 wheel
and tyre assemblies with 4 good tyres. \$400 the lot. All are suitable for a trailer.
Contact Graham Holloway. 027 5440406 or email graham.tholloway@outlook.com



For Sale: Triumph 2500TC (Red, 1977, Manual) in good work-
ing order. Currently unregistered and unwarranted because it
is part of Ken Miller's estate and has been off the road for 14
months. Ideally the sale would be as is, but all offers consid-
ered. Owners are out of Tauranga so viewings will need to be
arranged at a mutually convenient time.

Contact: Neville Miller on 0204 520 620



For Sale: 1974 Triumph Toledo 1500, 3 owners 10955k war-
rant expires April, registration Sept, rear wheel drive new car-
pets and sheep covers. Excellent order no rust, goes like a
dream.

Contact Carole Lindsay 07 5789579 carn@kinect.co.nz

FOR SALE: 1931 closed cab Model A pick up (indented fire wall model) Nicely
restored, well known in the North Island Model A club and BOP VCC
Enquires to Lindsay Mackereth Ph 0276024420

Wanted to buy: Holden EH or HR suitable for restoration.

Contact: Graham Holloway. 027 5440406 or email graham.tholloway@outlook.com

For Sale: Wheel rim and tyre complete, which is, I believe to be from a ford 10.
Cleaning out the garage I uncovered it and it appears in reasonable condition.
You may have a member or know of someone who maybe interested in it.
Contact Gary (07-3155621-Opotiki)



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A message to Branch Committees from National President in relation COVID-19

You will be aware that the Government has now issued a ban around groups exceeding 100 in number but that may be reduced further going forward. Expert advice is saying that the peak of the pandemic could possibly be as late as August.

An email is in the process of being sent to every member of the Club who has an email address advising them of the situation as it stands at the moment. The Management Committee of the Vintage Car Club held an emergency meeting last night to discuss the crisis and the effects on upcoming National and Branch events. In relation to the Vero International Festival of Historic Motoring, in conjunction with the Festival Director Greg Terrill, we have made the difficult decision to postpone the Festival until early 2022. This decision was not taken lightly. Due to the uncertainty around how long it will take for the pandemic to run its course and the potential of facing a financial loss if, due to lack of entries the event had to be cancelled, it is the right decision to make.

The Executive Meeting which was due to be held in Wellington on Saturday 28 March is also cancelled and we have also decided that our National Day Daffodil Rally will also not go ahead for 2020. I also had no option yesterday but to cancel the National North Island Easter Rally and by now all entrants should have been directly contacted by the event organisers.

During the next week or so, we will be contacting the organisers of national events that are being held later this year and early next year to discuss what options we have in relation to those events. We will keep you posted on that. Because the International Rally will now not be held in 2021, it does give us room to move national events into next year.

Some Branches have already made the hard decision to cancel meetings, club nights, branch runs and events and even to postpone annual general meetings. The Management Committee strongly recommends that, if it hasn't already done so, that your Branch do the same, at least until the end of June or until the situation improves.

National Office will shortly be sending around advice about postponement of AGMs. The club website and facebook page along with branch websites will keep you updated, and the next issue of Beaded Wheels will have up-to-date information as of going to print.

I hope you understand the reason for these actions. Over half of our members are in the high-risk bracket in terms of this pandemic. The cancellation of events now will mean that we have done our very best to keep our members safe.

Best regards and stay safe.

Diane Quarrie: National President

This message dated 25th March 2020