

# KLAXON

THE VOICE OF THE VINTAGE CAR  
JUNE 2020

## *Restoration starts on Great Grandfather's 1928 Morris Cowley*



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

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

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

**COMMITTEE**

<b>CHAIRMAN</b>	KEN FREW (DIANE)	07 5764263
<b>PAST CHAIRMAN</b>	JIM SMYLIE (KAAREN)	07 5764180
<b>VICE CHAIRMAN</b>	KERRY WILLIAMSON (MARY)	07 5734207
<b>SECRETARY</b>	MICHAEL THORMAN (JANE)	07 5444291
<b>TREASURER</b>	KEITH PERKINS (JANE)	07 5781231
<b>COMMITTEE</b>	BRIAN PRATT (CINDY)	07 5447952
<b>COMMITTEE</b>	LINDA DOWNEY (DOUG)	021 02777931
<b>COMMITTEE</b>	DOUG BROWN (LINDA)	021 668117
<b>COMMITTEE</b>	JOHN PAYNE	07 5706084
<b>COMMITTEE</b>	JAMES TURNER (AMY)	021345053
<b>COMMITTEE</b>	KAAREN SMYLIE (JIM) 021664341 or 07 5764180	

**OTHER ELECTED OFFICERS**

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

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

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

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

**For anytime Club enquires:**

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

**FACEBOOK [bay of plenty vintage car club](#) (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 and it needs to be maintained.

If you have forgotten to add your name just email the Klaxon or contact Paul or Kaaren and we can do it for you.

**June:** Kevin and Kathy Bridgeman

**July:** Michael and Jane Thorman

**August:** David Joblin and Doug Wood

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



### **BOP VCC Local events coming up**

**Sun. 7th June Monthly Run:** Organiser Ken Frew

**Mon. 13th July Club Night:** A special evening planned and held within the Covid-19 rules of the day

**Mon. 10th August:** **Club Night and AGM**

### **Monthly Run - Sunday 7th June 2020**

***Yes we are back on the road again.***

***We have organised a country/urban road trip with a lovely spacious picnic area.***

This run will leave our club rooms at **10.30 a.m.**

All food and drinks will be BYO and the day will be run within the Covid-19 rules of the day. Get the old girls (your cars) going but don't wash them as our run includes about 5 kms of unsealed road in good condition. Also might be a good idea to bring your own chairs.

See you on Sunday 7th June, Ken.

## **Advance Notice**

**Bay of Plenty Vintage Car Club of New Zealand (Inc)**

### **NOTICE OF ANNUAL GENERAL MEETING**

**To be held at the Clubrooms, Cliff Road, Tauranga**

**On Monday 10th August 2020 at 7.30 pm.**

#### **AGENDA**

Present	Treasurer's report
Apologies	Club Captain's report
Minutes of previous meeting	Election of officers
Matters arising	Notices of motion
Chairman's report	General business

Nominations are called for all positions and must include the name of mover and seconder. Emails are acceptable.

## Chairman's Report May 2020

Hi everyone,

We are about to get up and start running again subject to any changes that could happen. We intend to have our next Club night on **13 July 2020** which will be held along the strict Covid-19 rules that apply on the day. Your committee had a telephone meeting on Wednesday night and approved with this plan.



As you will see we will have a weekend Sunday run on **7 June**. Your club committee will meet on the 29 June and our club night on the **13 July**. This is going to be a very special evening full of local content with a very special award presented to one of our members.

I trust that you are all keeping well and are looking forward to joining with your friends and other club members on a regular basis.

Thank you all for working through the last 3 months with us and a big thank you goes to Kaaren and Paul for keeping up the entertainment and information, it has been great.

I would like to remind you that if you have anything you would like to talk to me about, just ring me or e-mail me. I would like to hear from you. Please don't forget this is your club and I am only here to help steer the ship (or car).

On a sad note I would like to pass on my condolences to the Mitchell Family on the recent passing of Trevor, I was fortunate enough to spend a short time and talk with Trevor and Marion last year in Lower Hutt.

My condolences also go to the Watchorn family on the passing of Bert.

Trusting we will see as many of you as possible on Sunday 7 June.

Regards,

Ken

### ***New members***

We would like to welcome a new member this month

**David Cvitanovich:** David has a 1949 BSA Bantam and 4 others in bits

**Please contact our Chairman if you have not received your name badges by our next meeting.**

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



Hi Everyone,

By the time this Klaxon is released we should almost be out of Coronavirus restrictions and our life is starting to get back to normal again.

Firstly though, I send my thoughts to the Mitchell Family. Sadly Trevor passed away during the month. Over a short period of time that I had contact, he submitted quite a bit of valuable information for our 60th anniversary. He was also very keen to be in contact with me being Klaxon Editor as Trevor was the creator. He also laid a claim that Klaxon was the first magazine produced in the VCC as the other clubs only produced a news sheet at the time. I would also like to thank Max Avery for coming forward to research and produce an obituary for Trevor. He probably is one of the few members left that is able to do this task now. Thankyou Max. Over our lockdown I have been busily creating videos of past events and sending them out as Flashbacks. The response has been great with many emails coming in saying well done. Thankyou for those responses.

While the actual video creation in most cases did not involve huge hours, they did involve a lot of thinking and mind creation. I had lots of fun.

Also another aspect of the virus seemed to motivate some members to send in bits and pieces but unfortunately I cannot put a video up in Klaxon and also some of the funnies were unpublishable, however the member contact was really great.

I am also getting emails as word seems to got out that I am not seeking re- election for Klaxon Editor. Yes it is true. I feel it is time to let go and pursue other challenges. I have enjoyed it all and learned much. If you think perhaps it is something you would like to do, then drop a line and I can discuss it with you. There is a format laid down which is relatively easy to follow and the rest you will pick up as you go. It is fun and the contact with other members is great.

Over the lockdown I parted with my Humber which is another story again. What amazed me though was how many people are watching the For Sale in Beaded Wheels and that demand for good clean cars is still very much there. I advertised my car just before the lockdown and got about 4 hits straight away before I had even received my issue. At that stage I also had 2 or 3 hits from my Klaxon advert but nothing positive. As the Beaded Wheels adverts have a huge lead in time I placed another in the next issue but the car sold after that advert was placed and before the second issue came out. I suddenly got 4 more hits on the second advert so I knew Beaded Wheels must be out. In speaking to 3 other members, they experienced a similar response to their adverts also. The point of my writing about my experience though is, there is still a market there and if you are buying, don't hesitate because you may miss out. The demand at present is rapid.

That's about all for this month.

Keep well and see you at our next gathering.

Paul

***Sadly we have lost two of our members recently.***

***Trevor Mitchell left us on 11 May in Lower Hutt.***

Trevor was present at the meeting held on the Tauranga beach in 1958, along with Jack Hoven, John and Joy Inder, Reg Adams, and Tony James. All being founding members. He has remained in contact with the Club ever since.

It was only just a few months ago that our Chairman Ken visited Trevor at his home in Lower Hutt, to present him with his 60-year Certificate and Club Badge.

***Also Bert Watchorn who left us on 9th May.***

Bert had previously been with the Eastern BOP branch and many will remember going to events of the EBOP VCC which were held in Bert's Shed and while we there viewed his fabulous collection of trucks and cars. Bert transferred to our Branch a few years back but had since downsized his collection.

**The members of the BOPVCC send their best wishes and condolences to both Trevor and Bert's families.**



**Get your motor running...New Plymouth is all go.**



Revised dates have now been confirmed for the next International Festival Of Motoring.

**Originally planned for January 2021**

Covid forced the Festival postponement but we can now announce

**Our new dates Sunday 16 January to Friday 21 January 2022.**

That gives you another whole year to get plans in place, wheels on the road and budgets sorted (who's picking what price petrol will be by then.

We're looking forward to a huge turnout for this one.

## **Obituary: Trevor Mitchell by Max Avery**

Trevor Chadwick Mitchell, who died on May 11, 2020, was in August 1958 one of eight founding members of what was then the Tauranga Veteran and Vintage Car Club. The original title was held for only a few months, when it was changed to the Bay of Plenty Vintage and Veteran Car Club. Trevor Mitchell was the first club captain and continued in that office in 1959, remaining a member of the club for the rest of his life.

Trevor's most important contribution to the club was undoubtedly his founding of Klaxon, the club's magazine. In later years he wrote: "Very early in our branch's existence I felt the need for a magazine, rather than a bald collection of notices on a newsletter and so I started the Klaxon with its slogan 'the voice of the vintage car'. I invented the name and printed it on a spirit duplicator called a Renaplan. I must say that I was very proud of the Klaxon. I understand it to be the first vintage car club branch magazine, rather than a newsletter. However, with just myself and Marion (*his wife*) and Des and Jean Stancliffe and Robbie (Brickell) it got too much and I handed it over to the club with Les Coupe as editor."

In the first issue of Klaxon in February 1959, concerned at the Gilltrap car collection being exported to Australia over the Mount Maunganui wharf, Trevor Mitchell warned that "New Zealand's most colourful motoring history has passed unnoticed by the unrealising public," asking "Is this deplorable situation to be repeated ?" and urged club members to discourage overseas sales.

A schoolteacher, Trevor was also a capable restorer of vintage vehicles, and his enthusiasm for Essex, Hudson and Terraplane vehicles was well known. Older members will remember the 1927 Essex, the great 1925 Model O seven-seat Hudson tourer and his magnificent 1929 Hudson Super Six Landaulette. He once had two 1935 De Luxe Terraplane cars at the same time, but his vintage interest was sufficiently eclectic to include an early Armstrong-Siddeley and a 1937 Riley Falcon among others.

Paeroa-born on August 28, 1931 Trevor Mitchell began teaching at the one-room Kaiate Falls school at Welcome Bay and spent most of his teaching career after 1958 at the Te Puke primary school, relieving in surrounding schools. When he retired aged 72, he and Marion moved to Taupo for five years, and then lived in Tokoroa before moving to the Hutt Valley to be closer to family. In December 2018 club Chairman, Ken Frew called on Trevor at his home to present him with his 60-year membership badge.

On hearing of Trevor's death, a remaining founding member, Anthony Vernon James, commented from his English home: "Sadly, I have lost my oldest New Zealand friend." (It was Tony James who placed the newspaper advertisement which resulted in the formation of the club.) Trevor Mitchell is survived by his wife Marion and three sons. #



Ken Frew presented Trevor with 60 year certificate



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**TO ALL OUR MEMBERS**

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### **Exemption for expired WoF and 'Rego'**

The government has announced an emergency law that provides a 6-month extension for vehicles that have an expired WoF, CoF or 'Rego' due to the lockdown. Similarly, there is a 6 month extension for anyone whose driver's licence or endorsement expired. The law change provides legal assurance that people can drive for essential purposes during the lockdown, and in the period afterwards, with an expired WoF or 'rego' or licence, without fear of infringement because the lockdown meant they could not renew it. It also means that your insurance policies will remain valid because the WoF or 'rego' etc. will be deemed current. For ease of enforcement, the extension is backdated to anything that expired from 1 January 2020 (1 March for licence endorsements), which is also good for anyone who was unable to get a WoF or repair prior to the lockdown (such as while waiting for hard-to-get parts for their vehicle!). It's important to note that this extension only applies to the laws that require you to display a valid WoF or 'Rego' etc. The vehicle must still be in a roadworthy condition. If it isn't then you shouldn't drive or your insurance could be in jeopardy in the event of an accident. While the extension is for a maximum of 6 months (to around 10 October), the NZ Transport Agency can shorten this with notification. Six months was chosen in order to deal with the inevitable backlog. However, we'd encourage you not to wait that long to renew your WoF or driver's licence after the lockdown ends. Although there was no public consultation on this emergency law, your Federation of Motoring Clubs was given a prior briefing, and gave their support to the proposals.

More information about the emergency law is on the NZTA website:

<https://www.nzta.govt.nz/about-us/coronavirus-disease-covid-19-servicesupdate/frequently-asked-questions/rules-changes-general-faqs/>

## **Brief outline of Bill Heard's Great Grandfather, W. Gilmore**

**December 1915** W. Gilmore started business in 9<sup>th</sup> Avenue Tauranga, moving to permanent premises in Devonport Road January 1916.

**1916** we see him expand business to motor car painting & trimming as a specialty and selling all classes of second hand vehicles (horse-drawn).

**1918** First offering of a second hand motor car is found selling a Ford motor vehicle.

**1918** his first car agency is "Oakland 6 Cars – for power, comfort and economy unexcelled". Oakland was an American automobile manufacturer and division of General Motors

**1919** onwards sees main advertising move to have your car trimmed and painted, as well as offering second hand vehicles (horse-drawn and motor car).

**1924** he is still advertising second hand horse-drawn vehicles for sale.

**1926** the Morris Agency (Harrison and Gash, Morris House, Auckland) commences: "Buy British and be proud of it" W. Gilmore announces that he has been appointed Tauranga agent for the famous Morris Oxford, Cowley Cars and Morris trucks



### ***Restoration of 1928 Morris Cowley: Story by Bill Heard***

I re-joined The BOP VCC club in Nov 19, after being absent for about 50 years. I had previously joined sometime in the 1970s, I think.

I was then serving in the RNZ Navy, then moved to Adelaide, and on return to NZ, have lived in Welcome Bay, Howick and West Melton (Canterbury), then returning to finally settle in Omokoroa and start the restoration of my Great Grandfather Gilmore's car, that I inherited when I was 21, 51 years ago.

The car was moved to Omokoroa during August 2016 which was an exciting day for the family.

From there the project began. My brother and I started work in March 2019 on the car (known to the family as The Grass-hopper) the job becoming first a case of dismantling, water blasting and removing component parts for an individual check



then repairing where necessary. At this stage I wish to point out that a camera is most necessary and used frequently. In some cases it may be a while before you are refitting some components again and a good record is essential.

I first of all removed and carted all of the mud guards around to the front lawn and set the job up for water blasting. Then removed the parking lights & the stiffeners inside the front guards. The stiffeners which reinforce the front guards, are very big, & people lean on them when servicing the engine. A section of the running board had been repaired many years ago. This area and both front guards are rusted quite badly, along with a patch where the stiffener is bolted to the guard.

With all the bolts and bits removed, I cranked the water blaster up and with 90+ pressure, years of dirt and grit departed to the lawn. Random other small panels including the spare tyre bracket were included in the wash down.

Next came the removal of the radiator and engine components so the body could be lifted off. Then more water blasting to expose years of grime and several coats of paint.

At last we could see what we had.

Our next task was to remove and dismantle the engine, clutch and gearbox. The car has a wet clutch consisting of 2 plates which have cork plugs inserted through them. They are sandwiched with a plain steel plate between them. The plates are fixed to the flywheel on pins & are held against it by springs (on each pin). The plates & the flywheel rotate in the engine oil, as the clutch housing is a part of the sump. The clutch pedal is mechanical, & releases the pressure so that all plates slip during the gear change. The gearbox & clutch assembly was in reasonable order so I flushed it out, checked and reassembled.

The engine had 2 stuck valves so they were freed up and the engine block was stripped and sent off to the motor reconditioners. Unfortunately the timing of that coincided with the Coronavirus lockdown so we are still awaiting a report on repairs required.

You have heard about the piano tuner.



Well this is the story about a vintage car brake tuner. All the brakes are actuated by steel rods, controlled from the brake pedal or the hand brake. There are 8 rods in total and all need to be in tune with each other or uneven braking will occur. The first rod goes to a chain and sprocket where it splits to both front and rear drums on each side. The rear drums have 2 pairs of brake shoes. The inside pair are operated by a foot brake and the outside set of shoes are operated by another rod to the hand-brake. To access the rear brakes, it is necessary to remove the axle to get the drum off. This is held on by a large recessed nut. The right side nut was tapped undone with a hammer & a brass punch, however on the left wheel, the large nut was somewhat battered & chipped & wouldn't move. I decided to search in desperation for some kind of socket or spanner to get it undone, so went in search of the cardboard box that I had emptied all the tools & bits & pieces into, from the Grasshopper boot. Bugger me, look what I found? The large ring spanner which was designed to do the job. So back to the job in hand, but the nut wouldn't undo, however I saw a slight movement anti-clockwise, before it stopped. Then I realised that maybe it was a left hand thread. Yep it was, so out came the axle.

Most of the rods were bent from some unknown force, so I spent some time carefully straightening them & making adjustments, starting from the pedal. A spring had been added to the first chain sprocket, & had pulled it out of line so that it was twisted. This was removed, the rods realigned and after more straightening and adjusting was again working. A bracket the rods ran through, close to the exhaust pipe was found to be broken. This job will need to wait until the engine is re-installed though to get the correct dimensions.

The Radiator fan project was next. This was interesting, as the fan had been repaired or modified in the past. I had to remove several coats of old paint before pulling it apart which by now is becoming a normal procedure using paint stripper and scrapers etc. Before any project starts the necessary photograph was taken. This has proven to be a life saver, as there are times when I can have up to 2 ways to put things back together and a lot of time is wasted. This project consisted of 16 parts. As the fan assembly had been previously modified, internal parts had been changed and appears like one was lost & replaced with a substitute. It looks like the original fan assembly was 4 blades, but 2 were cut off & a new blade was





modified to fit. The hub had been cut out with a cold chisel & had been reshaped with a ball peen hammer.

The parts have now been repaired and undercoated, and awaiting the arrival of some black paint, before assembling "carefully".

The carburetor job was interesting. I thought 'what can go wrong' it was working before and anyway they are so easy to pull apart, I've done it before. All I can say to others doing this job is, don't rush, have a clear bench and don't be afraid to take photos from various angles.

On dis-assembling the float chamber, I found that as the petrol had evaporated, that it had left behind a residue that had stuck the float to the bowl. Also the piston was seized in the top chamber. With a good soaking in CRC it was able to be separated and the components polished and cleaned. So here's hoping it works.

If all else fails on start up, then I will send the carb to a re-conditioner. But there have been so many different models produced over the years & this one is obsolete.

So at long last the project is underway and to many vintage enthusiasts probably seems like I have a long way to go, "BUT", I have started and hope to be able to make good progress once the Coro thing is over.

After we got past the lockdown and work resumed, I received a phone call from Tau-ranga Sandblasting to say that the Chassis and panels were ready to be picked up. When I asked how it went Shane said that it was in Mint Condition.

What a stunning job. I thanked them profusely. They really cared & were proud of their work and even taped up anything that might bump and get scratched on the way home.

Then a trip to Birch Ave Radiator Repairs to drop off the radiator. Yep, the owner Steve was familiar with vintage radiators. The result though was next day I got a call to say that the core was stuffed. Full of leaks and he is awaiting a price for a re-core.

I also called to check the progress at the motor machinist. It was agreed that they would strip the engine and send the block to Rotorua and dip in an acid bath. This was to flush the water galleries & generally clean it. Also it was found a terrible repair had been made many years ago. One piston had been welded and the bearings were badly worn. I returned a few days later with a box of old pistons and new valves etc. So hopefully we have found the worst.

A start has been made and whilst there is a long way to go at least we have something to look at.



## **For the Deep Thinkers by Peter Butler**

Do twins ever realize that one of them is unplanned?

What if my dog only brings back my ball because he thinks I like throwing it?

If poison expires, is it more poisonous or is it no longer poisonous?

Which letter is silent in the word "Scent," the S or the C?

Why is the letter W, in English, called double U? Shouldn't it be called double V?

Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.

Every time you clean something, you just make something else dirty.

The word "swims" upside-down is still "swims".

Intentionally losing a game of rock, paper, and scissors is just as hard as trying to win.

100 years ago everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

Your future self is watching you right now through memories.

The doctors that told Stephen Hawking he had two years to live in 1953 are probably dead.

If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.

Many animals probably need glasses, but nobody knows it.

If you rip a hole in a net, there are actually fewer holes in it than there were before.

If 2/2/22 falls on a Tuesday, we'll just call it "2's Day". (It does fall on a Tuesday)

100 years ago a Twenty Dollar bill and a Twenty Dollar gold piece were interchangeable. Either one would buy a new suit, new shoes and a night on the town. The Twenty Dollar gold piece will still do that.



## **More Coronavirus Activities**



### **Arthur and Heather Atkins take Honey for a Flu- Jab**

Heather and I were contacted a couple of weeks ago to have our 'flu jab at a drive thru setup at the Boys College car park.

We decided to drive up in "Honey" rather than our modern, where we received many comments, especially when we let the Klaxon horn fully air her lungs.

After receiving our injections we had to park in the holding area for 20 minutes before being allowed to leave.

It was then that I saw the sign to "honk your horn if you need assistance". And we thought all the folk running to our car just wanted to take a closer look at her.

Anyway the Clinical Manager sent us a copy of the photo today and has requested permission to use the photo in their medical newspaper as a feel good image.

**Editor comment:** *I hope Honey and her Klaxon have suffered no side effects.*

### **Coming out of the Coronavirus**

The Jones's are getting itchy feet I reckon we could have the best arrangement ever. Combining our two passions with new found freedom on the road with cheap petrol and our sights on the horizon. (Praise the Lord we got out of Minis and have 8 cylinders to play with!) Cheers, Ajay



### **Place names for Vintage Cars**

Made from Stainless Steel, these NZ Place names fit either on top or underneath your classic or vintage vehicle number plate. Available are: Wellington, Waikato, Napier, Hamilton, Bay of Plenty, Rotorua, Kaitaia, Tauranga, Auckland. Also Ratrod and Prefect. Tabs are undrilled. Available with an "up" or "down tab" Buy now price \$30 is for each.

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Peter Alderdice. Auckland VCC Mem.



## **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***



**The Library will again be open most Monday  
mornings after the Queens birthday weekend**



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

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

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

**For Sale:** CHEV 1939 Master 85 (Straight Axle). Maroon with beige leather upholstery. 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](mailto:ianverrall@outlook.com)

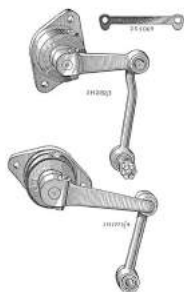
**FOR SALE:** 1931 closed cab Model A pick up (indented fire wall model) Nicely restored, well known in the North Island Model A club and BOP VCC  
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**FOR SALE: 1978 MGB Roadster.** Genuine 63,300 miles, never had any rust, full service history, motor rebuild at 52,000 miles. Recent conversion to new chrome bumpers and new bolt on wire wheels. Factory overdrive, excellent condition throughout, nothing to do but enjoy.  
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**Wanted to buy:** Holden EH or HR suitable for restoration.

Contact: Graham Holloway. 027 5440406 or email [graham.tholloway@outlook.com](mailto:graham.tholloway@outlook.com)



**WANTED: Luvax vane knee-action shock absorbers,** set of 4x (as per catalogue illustration), for 1936-39 Austin 10hp... a previous owner apparently sent the originals away for re-conditioning over 10 years ago, and they never came back.

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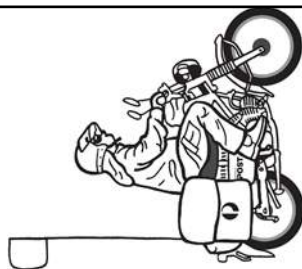
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