

Wairarapa Zenith



A GRAVEL CHALLENGE

AUGUST 2023 EDITION

CONTENTS



- 3 EDITOR'S NOTE
- 4 THE CHAIRS REPORT
- 6 CLUB CAPTAIN REPORT
- 7 WILL HOLMES

10 EXCLUSIVE!
**REVIVING A DODGE
FAST FOUR**

- 15 FOR THE GIGGLES
- 16 GRAVEL CHALLENGE 2023
- 19 AUGUST QUIZ NIGHT
- 20 CALENDAR OF EVENTS
LOCAL AND NATIONAL
- 25 BRANCH CONTACTS
- 26 CLUBROOM DETAILS
- 27 OFFERS TO MEMBERS
- 28 MARKET PLACE





Editor's Note

Dear Readers,

We hope you enjoy this second edition of the revitalized Zenith.

Please remember to send in your contributions so I can continue to create this thrilling journey through the fascinating world of Wairarapa Vintage Car Club.

Pictured left is my partner, Jodie, whom you may have seen at previous club events. She may or may not provide key support to bringing this Zenith to life.

Editor, Zenith

Send in your contributions

Send through articles, photos, reminiscences, mechanical tips, notices and funnies to editorwaivcc@gmail.com so we can include in future newsletters.



Front Cover

The vehicle line up for the start of the annual Gravel Challenge. Read more on page 16

Chairs Report

Many thanks to all of you who brought their cars along to Ruby and Wills funeral services. Ruby and Will were so much a part of the clubs DNA.

Thank you to all of you who attended the August club night. It was to be a quiz night between the club and the Wairarapa Machinery Club, but due to a gremlin in the system the Machinery Club had it in their calendar for the Tuesday night. We will rearrange a later date to host them. Despite their absence we had a very enjoyable supper and a worthwhile practice to sharpen our memories ready for the next encounter.

The annual Daffodil Rally has been very well supported with a host of different cars turning out. Thanks to all involved with the planning.

September and daylight saving are next on the menu. We will start off the month with a film evening at the club rooms on Monday the 4th of September. The 2022 Targa Rally will be one of the clips with various others I have collected. If you have any you think would be of interest, please either send me an email or give me a call.

Don't forget the Ram Rodders Show and Shine at the Tauherenikau Race Course on Father's Day the 3rd of September. October will kick off with the "Car is the Star" again on club nights, followed by the New Members rally. This rally is for all members to participate in, a new person to running a rally will be in charge with help from the Club Captain.



A few snippets from the National AGM held in Nelson on the weekend of the 11th and 12th of August. Diane Quarrie did not seek re-election and George Kear is the new President. Glyn Clements is our North Island Club Captain. Nelson has won the rights to host the 2026 Vero Festival Rally either in March or April of 2026. After a very robust discussion by delegates, a motion to increase the national subscription by \$25 was voted on and carried. The reasoning is the increased cost of the production of the Beaded Wheels along with inflationary pressure on all costs associated with running the club. Your club voted for the lesser of the increases, (\$18) this was duly recorded in the minutes. The 2024 National AGM will be held in Tauranga from the 9th to the 11th of August.

The North Island 2024 Club Captains Tour will be from the 2nd to the 11th of March. A Wairarapa stop over is part of the itinerary on Friday the 8th of March. The club has been asked to provide a Bar-B-Q at the club rooms.

Online entries for the 2024 National Veteran Rally in Dunedin are live via National Events – Vintage Car Club of New Zealand.

The Spring Rally was set down for the 17th of September, but will be moved back a week to the 24th of September. It will start at the Greytown Working Men's Club car park at 10.00 am with a run over the Remutaka's, to Maymorn. Then travelling via Whiteman's Valley and Blue Mountains Road to Silverstream. From there to Eastbourne for a picnic lunch. A Total of 80 k's.

Graham Hodder
Chair

Graham Hodder with Daisy announced as 2023's Best Entrance for the Solway College Ball. Picture, supplied.





Club Captains Report

I would like to express our condolences at the loss of Ruby and Will Homes, the work they both put into our club was huge, it was testament to the esteem they were held by the attendance at their services.

I spoke to Martin Hutchenson at Wills service and it was nice to catch up with him.

The cancer run was a huge success well done everyone, I have spoken to 2 members who would like to see us get a fortnightly or monthly get together for a chin wag and perhaps get a project going, my view is that we have members who have had a very interesting working life and I am one who would like to hear their stories.

I was very impressed by the comradeship that was had at the Farriers on Sunday and feel in the near future we all have to pull together to ensure we can still drive our cars.

The gravel challenge was a little different this year but a nice cruise around the lower Wairarapa with Neil Algie from Pahiatua being the victor so we can look forward to an interesting run next year.

Seen at the knoll on the way to Featherston pair of feet sticking out from underneath a Dodge!!

Hugh Hunter
Club Captain



Passing Lane - Will Holmes

It is with sadness that I acknowledge the passing of another very influential member of our club, Will Holmes. We gathered a mere 25 days earlier to support him and remember the extra ordinary life of his wife Ruby. Will, the quite spoken gentlemen who always made time to chat and took a genuine interest in whatever you were doing. Written by Graham Hodder.

Will joined the Vintage Car Club in August of 1981 after acquiring a 1937 Austin 14/6 Goodwood Saloon which he duly rebuilt. This was the start of a lifelong interest in Austins.

Next Austin to enter his stable was a 1924 Austin 20 which was recovered from the Gray family orchard in Greytown where it had been used to drive an irrigation plant. The car was purchased new by the Feast family and had spent all of its life in Greytown. First driving a baler, then an irrigation system and finally being reinstated back as it was when brand new. The car will remain in the family with Tim Holmes being its proud owner. The 1936 Goodwood was sold and replaced with 1936 18/6 Austin Hartford Saloon.

His next project was to purchase the remains of a rare 1910 Austin 18/24.

With the help of Roy Elwin, Rex Stevens and many other branch members this restoration was completed over five years. Will was very proud of this restoration and named it Austin Les after an earlier owner Les Lomon. It carries a distinctive registration plate is 10 18 24.

The 1915 Tabot was another pride and joy, often seen with Will at the wheel, Ruby as navigator on club rallies and participating in Christmas parades. There was also a PW Classic and 1925 Twenty Tourer along with a 1906 Reo. I am sure there were also others that I am not aware of.



Will was well ahead of all the climate change critics of today. His purchase of a 1903 Stanley Steamer was to be one of great enjoyment and consternation. One may have thought he was concerned about his carbon foot print, but I think it was his deep interest in history and the challenges of steam locomotion. Maybe he wanted a traction engine to compete with Chris Slater but Ruby said she wanted to travel in style.

His keen interest in motorcyclist developed in his youth, owning a number of various bikes. His favourite one must have been the 1937 Indian Scout. He rode it from one end of New Zealand to the other. And of course, the side cars for Ruby.

While running a successful business, restoring cars and riding bikes, Will also found time to be a very active club member. He held the office of Chairperson from 1990 to 1993. Vice Chairperson for four years and was secretary in 1996.

He severed on the Committee of Management of the National Body from 1993 to 1997 following in the footsteps of Rex Porter. Both Will and Ruby are Life Members of the club.

His term as Chairperson may have only been three years, but over those three years the club was to negotiate and construct the present club rooms at Clareville. Prior to moving to Clareville, the club used the Kopuaranga Hall as its Clubrooms. Due to its remoteness, there was an ongoing concern about damage occurring to the property, this became a major concern when in April of 1991 the Hall was broken into and a fire was set. Luckily this did not take hold.

Under his guidance in November of that year the club decided it was time to find new premises. Discussions took place with the Wairarapa A&P Society to see if a suitable building was available to rent.

From this discussion it was agreed to build an extension onto the Tom Bubb Lounge providing new clubrooms upstairs with spare parts storage and a garage downstairs.

His knowledge and expertise of the building industry enabled the club to embark on this ambitious project. He provided the plans and oversaw the Working Bees. Excavation of the site started in February of 1991 and on the 3rd of May 1993 Will welcomed members to the first AGM to be held in the new clubrooms.

A mammoth effort by all members, who provide labour, expertise and funded the build with donations and debentures.

The club is indebted to Will for having the vision and leadership skills to put all of this into place.

In 1998 a Centennial Veteran Rally was held over Labour Weekend, hosted by the Wairarapa and Wellington Branch's. The rally was commemorating the signing of the McLean Motor Car Act in 1898. This act allowed motorists to drive mechanically powered vehicles on New Zealand Roads.

Will was hands on as Chairman of the organising committee.

He and Ruby organised the Triangular Veteran Rally's held in 2006, 2009 and 2012. The triangular format was dropped after 2012 and Will organised a local Veteran only rally again in 2017.



Other events he was involved in were the hosting of the 2002 National AGM at the Copthorne, and the 2013 North Island Easter Rally.

Will has left an everlasting foot print on our hearts and minds.

His energy and commitment to whatever he was involved with became infectious which allowed people to join in and create memories. Those memories become stories which are handed on from one to another. He will be missed but the stories he helped create will always remain.

Rest in peace Will, with your arm around Ruby.



From Rust to Resurgence: Reviving a 1927/28 Dodge Brothers Fast Four

The old adage, “like father, like son”, is turned back to front. When my son Alec got given a Dodge Brothers truck chassis and cab, (see last months Zenith for his story), he asked for a hand to clear it out of it’s long hibernation and we started cleaning up and dismantling parts for restoration.

About this time we were combing the web for parts to carry on his project, and we came across an advert for a 1927/28 Dodge Brothers Fast Four, Series 129 sedan located in Invercargill. Sight unseen I purchased the car and arranged Auto Logistics Ltd to ship it up to Masterton.

The car duly arrived on the January 7th 2016 at Alec’s work place on a transport trailer. We set about getting it under cover, then started unpacking the car which was filled to the ceiling with parts.

On closer inspection it seemed the car was too good to part out for Alec's Dodge, so it was decided we should tidy it up and get it back on the road.

We started stripping the body of parts in preparation for sand blasting. After some time we managed to remove the body from the chassis and it went next door to Steve the sandblaster.



While the body was away, we cleaned up the chassis and checked the motor out. It appeared the motor had been tidied up at some time in recent history and turned over by hand with plenty of compression. I took the wheels home and hand sanded all the spokes. Then bees waxed and sealed them.

The body came back from sand blasting and revealed a bigger job than first thought. Quite a few hours were spent digging out large chunks of filler and removing several layers of rusted steel, where patches on patches had been done in it's previous life. It was decided that a steel roof would be less work and a lot stronger than the old cloth roof, so Alec performed his magic and stitched in a steel sheet. Then the job of trying to make all the dents and scratches disappear.

As Alec would say “the car looks good from afar but far from good looking”.

Early on in the process it was decided that the car would not be a show pony but a car to be driven. After spray painting the body and doors the cab was re-united with the chassis and so began the road to drivability.



The body was painted in a matt black to minimise the imperfections. The guards were taken home and worked on over weekends, until they got the final touch, gloss black paint.

New glass was required all round as the original got a bit of gravel rash from the sandblasting. Ziggy's Glass in Masterton cut all the 5mm toughened glass to suit. Re-plumbing and re-wiring were undertaken in house.

New floor panels and the front seat base were fixed in place. Insulation was stuck to all exposed panels including the roof for sound deadening. The original door and wall cards were in a condition suitable for templates only, so I made new cards and covered in a black vinyl, then duly fitted the interior in place. The original seats, other than the drivers base, were leather and with a bit of reviving became soft enough to reuse.

All the while I was trawling the internet, especially Trade Me, for parts to either replace missing bits or as spares. I came across a 1927 Fast Four in a dilapidated state in Titahi Bay (pictured right). We went across and came back with the car and all the other bits that were lying around.

We parted the Titahi Bay car out for any usable pieces and the rest was then sold off. We got my Fast Four running and after getting Auto Electrics to build one generator out of three, got the car warranted and started putting miles on it, doing small trips.

The idea was to get it to the inaugural 2021 Highland Fling rally in Taihape.



All seemed to be well, so we trailered the car to Taihape. The first day started well, then we started the long climb up the Gentle Annie Road, unfortunately we had bad slipping clutch problems and ended up being towed to the lunch stop. Alec and Sandie went into Taihape and picked up the ute and car trailer and we duly trailered the car back to the motel. When we got back home, the job of finding the clutch problem started. It was found it had been welded up at some stage. I had spare gear boxes with clutches, so found the best one and swapped it out.

About this time I found out about a 1929 Dodge six cylinder that the gentleman was selling parts off. The parts were the same as for the Fast Four, so I bought a few bits. Later on he advertised the motor and complete running gear. A deal was made some time later and I ended up with all the upholstery, motor and gearbox, and the wheels.



I swapped out the original 19" wheels and fitted the 21" ones. I then swapped out the leather upholstery for the cloth ones from the 1929.

Another hiccup was timing, the distributor was full of hairline cracks and these were causing it to short out. Francis Pointon was tasked with fixing the problem and resolved it by machining a bush to allow a Chevrolet distributor to fit.

A few more outings and I discovered an overheating problem when going to a Tui Brewery day. The honeycomb radiator was choked up, so a new standard core was made by Wilton Radiators. At this time I finally got the hood lining fitted, completing the restoration.

Touch wood, all seems to be going o.k.

Thanks to the following for getting the car on the road:

- Alec O'Hara *Welding, inspiration and workshop space.*
- Francis Pointon *Mechanical and inspiration.*
- Myers Early Dodge Parts *America.*
- Auto Electrical Services Masterton *Generator rebuild.*
- Classic Tyres *New Zealand.*
- Ziggy's Glass Masterton.
- Melbar Cables Ltd *speedo cable.*
- Wilton Radiators.



THE COMMITTEE

Alec and I joined the committee at the same time, not long after becoming VCC members. I am now on my second time around as a committee member.

I enjoy planning and organising rallies and being part of a team that sees to the day to day running of the club. It's a shame that a club that has as many members as ours, that we so so few cars turn out to meetings and runs.

I would like to see more of you come and show us your car. If you are unable to drive your car, how about introducing a family member to the car club and let them drive you around, after all you deserve to enjoy your vehicle.

DODGE BROTHERS

The Dodge Brothers Series 128, also known as the Fast Four (and fastest four) entered production in 1927. A month later, Dodge also began production of the Series 129. The series 129 was similar to the 128, except it had four wheel steeldraulic brakes instead of the two-wheel mechanicals found on the 128.

Power comes from an L-head 212.3 cubic inch four cylinder engine delivering 44 horsepower. Coupled to a three speed selective sliding gear (SAE)transmission. Riding on wood spoke wheels. Wheelbase is 108 inches. Standard equipment included a Stewart updraught carburetor, speedometer, ammeter, horn, NorthEast ignition. Vacuum fuel system and six volt electrics.

Production of the 128 / 129 cars finished in July 1928, being superceded by the six cylinder cars.



For the giggles





UNVEILING THE GRIT AND GLORY: GRAVEL CHALLENGE 2023 Organised by Pat Dutton

As the brisk winter winds swept through the picturesque Wairarapa landscapes, a unique and exhilarating event unfolded - the 2023 Gravel Challenge. With 12 daring challengers, this year's challenge proved to be a true test of grit, determination, and camaraderie. Set against the backdrop of a windy winter day, the challengers took on the roads less traveled, battling the elements and pushing their limits to conquer five gravel roads.

The journey began at the Clubrooms. Enthusiastic participants gathered, fueled by a shared passion for adventure and the thrill of gravel roads. As they embarked on their odyssey, the wind, though challenging at times, couldn't dampen their spirits. The Zenith Editor and driver of the Austin 7, Alec, found himself in a dance with the wind, a challenge in its own right that added an extra layer of excitement to the event.

The route unfolded along five gravel roads, each offering its own unique set of challenges and rural vistas. Pat Dutton, the reigning champion of the 2022 Gravel Challenge and mastermind behind the event, had carefully curated this year's edition.

*Alec's 1933 Austin 7 following
Francis Pointon's 1930 Essex*



The anticipation reached its climax as the challenge drew to a close. The Masterton Men's Shed served as the finish line, a haven for those who had battled the elements and emerged out the other side. Participants crossed the finish line, their faces a medley of exhaustion, elation, and accomplishment.

Now, as the dust settles and the winds quiet down, the spotlight turns to the winner of the Gravel Challenge 2023. With bated breath, the participants, supporters, and enthusiasts await the announcement of this year's champion. Who among the brave souls had conquered the gravel roads, the wind, and emerged as the ultimate victor? Congratulations to Neil Algie!

The Gravel Challenge 2023 stands as a testament to the spirit of adventure, the thrill of the unknown, and the allure of the gravel. From the windy start to the triumphant finish, every twist and turn was a journey.

As the sun sets on this year's challenge, the memories made, the stories shared, and the bonds formed will continue to resonate, inspiring you all to take on the call of the gravel roads.



Who came?	
1957 Bedford Truck	Rex Bateman
1933 Austin 7	Alec O'Hara
Modern	Hugh Hunter
1970 XJ6 Jaguar	Graham Hodder
1949 Land Rover	Paul Furkert
1951 Plymouth Cranbrook	Darryl Longstaffe
1973 Stag	Linda and Barry Wells
1976 Impala Chev	Ian Stewart
1924 Buick	Neil and Pip Algie 
1930 Essex	Francis Pointon
Modern	Willie James
2000 BMW Z3	Andrea and Simon Byrne



It`s Quiz Time

August Club Night: Quiz night

30 club members filed in, platters in hand with expectations of the battle ahead. Gathering in groups around tables, patiently waiting for the opposition to show.

After half an hour, expectations were waning, The Vintage Machinery troops where a no show.

A few hasty phone calls were made and ‘oops’, they thought battle was the following night.

Never mind, we have the question sheets and eager players, so lets go to war amongst ourselves, why not! Each group got given a joker, to play for double points, if and when you thought a category suited.

Tables of four, five and six members hunched around answering a myriad of question on a great variety of subjects. Five or six rounds in a variety of categories, including sport, history, geography and then a questionnaire wanting to know the 28 countries starting with the letter “S”.

This had a few wild guesses and I think a few new countries were invented.

The winners of the quiz competition were ‘The ‘A’ Team, made up of Kevin Sullivan, Les Cockram, John Adam and Neville Milby, but on the night everyone were winners and we got to feast on a banquet that was laid out for our invited guests that failed to show.

Never mind, there will definitely be another challenge set down to the vintage machinery group in the near future, so keep your eyes peeled in future Zenith’s for the date.

Calendar of events

SEPTEMBER	
03	<p>Wairarapa Ram Rodders Show and Shine Sunday 3rd September 10am - 2pm Tauherenikau Racecourse Fee \$15 Registrations start from 8am</p>
04	<p>Club Night Monday September 7th 7pm At the clubrooms Details of speaker to come</p>

FUTURE EVENTS	
7pm	<p>Club Nights First Monday of the month</p>
26 NOV	<p>Vintage Car Day Tui Brewery</p>
24-26 NOV	<p>Wings Over Wairarapa Talk to Graeme Hodder about displaying your car at Wings Over Wairarapa.</p>
	<p>Christmas Parades Tis the season to be jolly</p>

OCTOBER	
07	<p>Club Night Monday October 3rd 7pm At the clubrooms</p>
21	<p>Classic Car Run to Brewtown</p>
27	<p>TARGA</p>



We're Back

FATHERS DAY

SHOW AND SHINE 2023

SUNDAY 3RD SEPTEMBER 10AM - 2PM

TAUHERENIKAU RACECOURSE

1498 STATE HIGHWAY 2

**HOTRODS
MUSCLE
CARS
MOPARS
BIKES**

GOLD COIN ENTRY

CHILDREN UNDER 12 FREE

Food trucks

Live Music

Bar

Prize giving 1pm

Club sausage sizzle

Miniature Railway

60s Dress up Prize

REGISTRATION

\$15 PER CAR

Register on the day from 8am. Cars to be parked by 10am.

Passengers please provide 1 item of non perishable food each, for the food bank.

www.ramrodders@yahoo.com

Classic, Hotrod and Specialist Vehicles.

Dogs not permitted.

National calendar of events

**WHEELS & DEALS
SWAP MEET & CAR
SHOW**

CARD RESERVE, FEATHERSTON
SUNDAY NOVEMBER 12TH, 2023
FUNDRAISER FOR
FEATHERSTON JUNIOR FOOTBALL CLUB
PRESENTED BY

- FEATHERSTON -

.CLASSICS. .MUSCLE. .VINTAGE. .HOTRODS.
.TRUCKS. .MOTORBIKES. .E.V.'S
.TRADE STALLS.

ENTRY \$10 PER CAR
VENDOR \$20
PER STALL

CONTACT DETAILS: VINNI - 0274479990 DAN - 021654725 GRAHAM - 0210737177
FACEBOOK WAI WHEELS FEATHERSTON



Hosted by
WANGANUI BRANCH

6th National Commercial Rally 2023

**Friday 20th to 23rd October
Labour Weekend**

REGISTER YOUR INTEREST:

Rally Secretary - Linda O'Keeffe 0274 733 767

Treasurer - Neil Farrer 027 457 9634

Email: natcomrally2023@gmail.com

BOOK YOUR ACCOMMODATION EARLY!!





Classic car run to

Brewtown

For the Starship Foundation

Gold
Coin Entry



21ST OCTOBER

MEET AT PALMY NORTH SQ 10^{AM} 12:00 - 5:00 PM

NO PLASTIC BUMPERS!

Live Music

REGISTER YOUR CAR @ BREWTON.CO.NZ/CARRUN


Starship
Foundation
Community Star

Proudly
Supported
By





TARGA TIME TRIAL

27th/28th October

The Targa Time Trial was introduced as an additional Targa product in 2018, initially limited to members of the Vintage Car Club of NZ, it is now open to all. Primarily aim at NZ Road Registered cars over 30+ years to drive the same iconic roads as all the other Targa participants.

This is not a speed event, but an exercise in precise driving and time-keeping to maintain a set average speed through all the closed road stages.

Targa New Zealand Two Day Regional Time Trial 2023 is a two (2) day Tarmac Time Trial event, and is the last two Legs of the Targa New Zealand 2023 rally (being Legs 4 and 5)

Targa New Zealand Two Day Regional Time Trial 2023 starts in Palmerston North and travels through the Manawatu, Tararua, Masterton and Carterton districts and finishes in Masterton. There are 10 stages in total. This is broken down to 5 stages each for Legs 4 and 5. Service stops are as follows: Leg 4 – Apiti, Hunterville, Marton and Palmerston North Leg 5 – Pahiatua, Eketahuna and Masterton 3.2 Length: Comprises of approx. 254.80km of closed roads and 300.42km of touring.

3.3 Leg Four – Friday 27th October:

First Car starts from Palmerston North at 8:30am and finishes at 3:50pm in

Palmerston North. 3.4 Leg Five – Saturday 28th October: First Car starts from

Palmerston North at 8:30am and finishes at 3:20pm in Masterton.

THIS YEAR IS LOCAL. Make the most of the closeness of Targa in our district.



2023/24 Committee and Office Holders

Chairperson: Graham Hodder

(06) 308 9087 | 027 226 3738

g_jhodder@xtra.co.nz

Club Captain: Hugh Hunter

(06) 306 9847

j.h.hunter@xtra.co.nz

Secretary: Mike D'Alton

021 137 2395

secretarywvcc@yahoo.com

Treasurer: Kevin Sullivan

022 377 8443

kevsully52@gmail.com

Committee Members:**Dave Patten**

(06) 306 9006

dave.patten28@gmail.co

Pat Dutton

(06) 379 7918

betyjo29@gmail.com

Frank Lipinski

(06) 379 7167

Tina Goodin

020 4109 9552

tina.goodin@hotmail.com

Jim Laird

0274 412 659

jim.laird@wise.net.nz

Simon O'Hara

021 141 2332

simonsandieohara@gmail.com

Custodians: Dave Patten & Kevin Sullivan**Librarian: Pat Dutton****Motorcycle Liaison: Kevin Sullivan****Publications & Newsletter Editor: Alec O'Hara 027 775 0417****Beaded Wheels Scribe: TBC****Spares:**

Frank Lipinski (06) 379 7167

Barry Wells (06) 377 1152 ljandbjwells@gmail.com

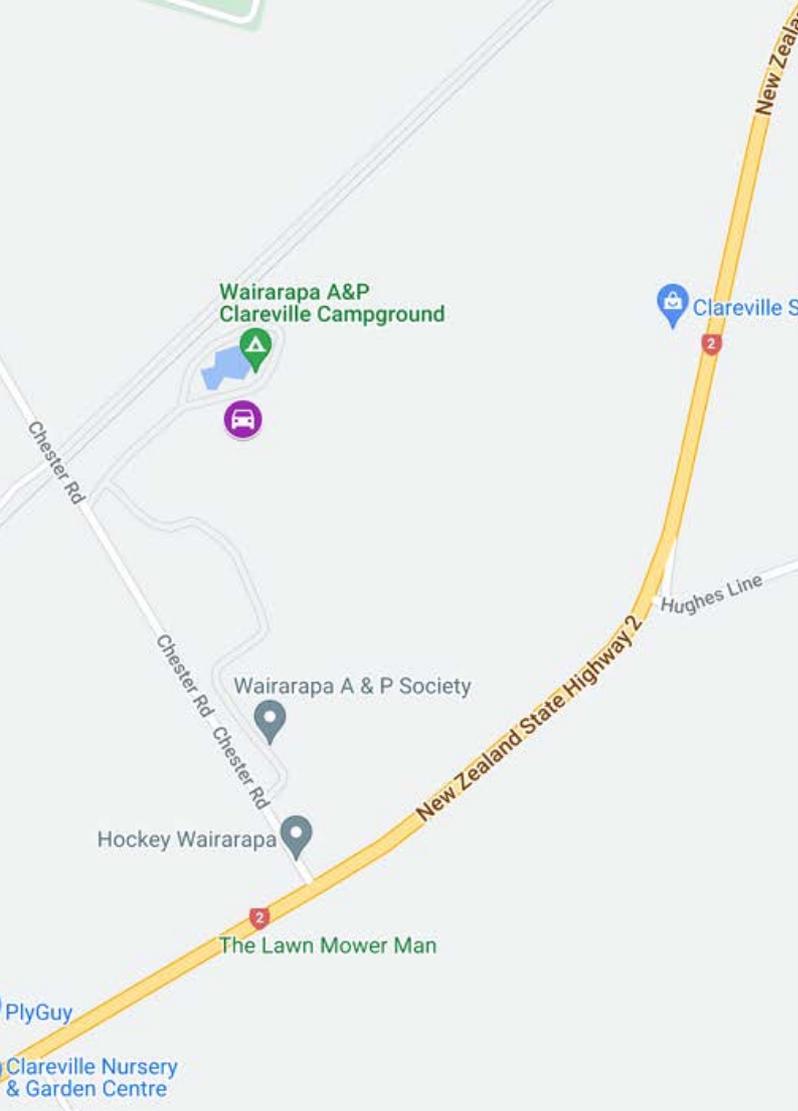
Jeff Percy (06) 377 4622 j.percy@xtra.co.nz

Vehicle Inspectors:

Francis Pointon (06) 378 6710 pointonmotors@xtra.co.nz

Graham Reidy (06) 372 7855 g-a.reidy@xtra.co.nz

Hugh Hunter (06) 306 9847 j.h.hunter@xtra.co.nz -



Clubroom details

Clubrooms:

A&P Showgrounds, Chester Road, Clareville

Postal Address:

PO Box 7, Masterton 5840 Branch

Website:

www.sporty.co.nz/wairarapavcc

Club Night:

First Monday of the month (except January) and June (second Monday) at 7pm.

CLUB NIGHTS 7PM START

Committee meet:

Second Tuesday of each month at 7.30pm



Parts Department

Join Frank, Barry and Jeff for yarn and a cuppa when the Parts Department is open. In this treasure trove, you might also happen to find any bits and pieces you've been looking for.

Located at the clubrooms, the Parts Department is open:

- Each Tuesday morning following club night
- The 3rd Saturday of the month from 9:30am - 12noon.

You can also contact Frank for an appointment outside standard opening hours by phoning (06) 379 7167

Offers to members

Bluebridge and Interislander Specials

Both Bluebridge and Interislander are offering special prices for VCC members. Details can be found on our website: [Click Here](#)

Classic Tyres

Hamilton based Tyreline can provide access to a full range of Michelin tyres. More information and catalogue on our website [Click Here](#)



ATLAS AUTO SERVICES

Open Saturdays for WOF inspections on old cars, by appointment. Located in Featherston.

Contact Aaron Webster (Wairarapa Branch member)

Phone: 021 0853 0341

Email: aaron@atlasclassic.co.nz



Pointon Motors open for WOF's and repairs

Francis is open for WOF's and limited vintage repairs at reduced working hours. Contact Francis at (06) 378 6710

Market Place - For Sale

If you want to advertise something here, send an email to:
editorwaivcc@gmail.com

Our First 50 Years

Jubilee History of the Wairarapa Branch. Special price for new members \$45. Buy at Club Night.

Retro Camper and 1955 Morris Minor For Sale

Colin and Marie are selling a 1955 Morris Minor and a 1978 Anglo Cub.
Contact Colin on
027 309 9716 or (06) 377 3098

Morris Minor:

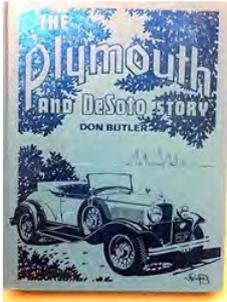
"Marie bought it for me, but I do not have the mechanical ability to restore it. It has been in a shed all its life to my knowledge. Good upholstery and is in good condition. Motor goes, but has an electrical problem which I'm told is easily sorted. Or maybe it only needs new fuses. When we got it, I flushed the radiator and changed the oil"

Market Place - Wanted

If you want to advertise something here, send an email to:
editorwaivcc@gmail.com

Wanted

Sidechair suitable for a 1960 Triumph 650.
Contact Peter Tibbs at 027 335 6843



Wanted

Hugh Hunter is wanting to purchase a copy of “The Plymouth and Desoto Story”, by Don Butler.

If you have a copy for sale contact Hugh on (06) 306 9847
j.h.hunter@xtra.co.nz

Wanted: Registration of interest

The club have been offered an Austin 10 to purchase in a partially disassembled condition.

The committee is seeking interest from members who would be willing to give up some time and expertise to reassemble the car and get it back on the road. The finished car would then be sold off to boost the coffers of the club.

If you are keen contact Hugh Hunter (06) 306 9847, or email: j.h.hunter@xtra.co.nz

The vehicle is for sale if you wish to purchase yourself for a project @ \$900



Wairarapa
Zenith



P.O.Box 7 MASTERTON 5840

**CLICK HERE FOR THE WEBSITE
WAIRARAPAVCC**