



From the Branch Chairman

A warm welcome to new and present members of the club.

You will have received an invitation to attend the Annual General Meeting combined with the Mid-Winter Luncheon on the 11th of June. The aim of this combined event is to enable members to attend the AGM and also have time to enjoy a festive meal with other club members.

We are very aware of the challenges for those motoring down from Masterton. Where possible can I ask if you could car pool with other members who find travelling at that time of the day stressful. It is some time since the club has had a function at the Working Mens Club in Greytown and we look forward to as many members as possible attending.

We will be using the West Street entrance from the carpark.

When making payment into the club's account (03-0687-0323649-01) please put your membership number in the reference field. This will enable the treasurer to confirm numbers for the caterer.

The cost per head for the meal is \$35.00

You will also receive an agenda, a committee nomination form along with an in-depth proposal to increase the club's annual levy. Please read this and if you want more clarification, please contact me.

Part of the sponsorship package provided for the Rex Porter Rally from the White Swan was that the club would provide cars on three Sundays in April to take patrons for a short drive around Greytown.

I would like to thank Mike and Jane D'Alton with their Bentley, Jim Laird and his Packard, Chris Giles in his Daimler, Shaun Leahy and his Jaguar, Hugh Hunter with both his Plymouth and Morris, to help fill in the gaps for my Model A.

All three Sundays were fine and the feedback from patrons was welcoming and positive. I am sure this type of engagement with the public will be beneficial for both the White Swan and the Club.

The “ Star Car “ on club nights has concluded until the Spring.

Dave Patten brought his lovely two door Daimler along. What a sleek eye-catching motorcar. I can see Dave back in his younger days parked in the Martinborough Square being very popular with the young ladies!

Thanks also go to Mike Blundell and his Cadillac, Jim Laird and his Packard and also Gina and Malcolm with their M.G.

Following on from Dave’s presentation, Kevin Sullivan spoke about his adventures as a young man in the Southern Sudan. He spoke of the genuine empathy and warm welcome he received on his arrival. He told a number of stories about life in a very remote part of the world. The items he brought along provided an insight into how the locals lived their daily lives. Kevin was given short notice to put his presentation together and on behalf of the committee we sincerely thank him. His has kindly provided his presentation notes for those not present. (*See below, Juba Boatyard, South Sudan*)

The annual motorcycle reliability run is being held this weekend (13th – 14th) The weather looks to be on their side for an enjoyable run to the Manawatu. We look forward to seeing photos and commentary about the outing.

Next month’s outing, “ The Winter Wander “ being organised by Simon O’Hara is all sorted.It has been moved from the Sunday to Saturday the 17th of June.

Please make sure you make a note of this.

Cheers from me, stay safe and warm.

Graham

Recent Events

May Club Night

The latest addition to the Wairarapa VCC fleet is big, bold and beautiful. David Patten’s Daimler Sports Special Drophead Coupe was the final Car in the Star feature vehicle before the winter: the popular series will resume when the days get longer.

Notes provided by David say the Special Sports, in production from 1948 to 1952, was constructed by Daimler’s in-house coachbuilder Barker on a modified DB18 chassis, which in turn was a development of the successful Daimler 15 of the 1930s.

The Special Sports, while by no means an out and out sports car, had several performance-related modifications, the most notable being an overdrive gearbox, high-ratio diff, alloy cylinder heads and twin carburettors.

Reviewer Kevin Bennett said rather than a sports car, the Daimler should be regarded as a comfortable high-speed touring car. “Its seasoned ash frame, heavy upholstered seats, thick Wilton carpet and beautifully crafted wooden trim increases the weight of the car which reduces the effectiveness of the twin carburettors and alloy cylinder head.

“However the car will comfortably cruise at the legal limit and with a maximum of 85mph (137kmh) is easily capable of motorway speeds,” he adds. He notes that the Special Sports is also remarkably economical, 30 mpg being achievable.

“Steering is heavy at parking speeds (the turning circle is 41 feet) but very comfortable to use once on the move,” Bennett says. He adds that with the fully-lined mohair hood raised, the car feels more like a saloon; it is quiet and opulent. Hood down the car is still remarkably quiet ...”

David's example is one of 500 cars launched at the 1948 London Motor Show, of which 300 still exist. The Jaguar XK120 was launched at the same show.

David has another Sports Special in the shed at Martinborough, an ongoing project. His extensive fleet also includes a Veteran Daimler.

- Kevin Ball



David Patten talks about his Daimler Sports Special at the April club night.



The "quiet and opulent" Daimler Special Sports

Juba Boatyard Southern Sudan

The adventure began in late 1978. I resigned from my engineering job at Ford Motor Co Wiri intending to go on my OE, starting in the USA. The following day I received a phone call at work. A voice on the line said, "You don't know me but my name is Philip Winter. I work for an organisation in London called Intermediate Technology Development Group. We need an engineer for our boatyard in southern Sudan and I've heard you might be interested." After about 5 seconds thought I replied that I was keen and what did I have to do.

A few weeks later I was flying to London for an interview. The trip to London was eventful in itself as a few hours out of San Francisco the passengers were asked to check for unusual items in the luggage compartments. The aircraft was the target of a bomb scare so we were diverted to Gander in Newfoundland where the plane was searched. Once in London I secured the job and was sent to the Lister Diesel factory in Dursley for a fortnight to familiarise myself with the engines that were installed in the boats I would be building.

After spending Christmas in London I flew to Sudan. Juba, which is now the capital of the newly created country South Sudan, was then a town on the banks of the Nile with a population of about 200,000, mostly living in mud huts with thatched roofs. My first experience of the town en route from the airport to the boatyard was to visit the meat market. This was an elevated platform where butchers sold lean beef cut from carcasses with axes made from truck springs.

The boatyard was on the opposite bank of the river to the town, across the only bridge for close to 1000 kms. The yard employed about 40 local staff - boatbuilders, carpenters, mechanics, storemen, a cook and two housegirls. The workforce was provided with one meal each day. There were 3 expatriates, the general manager, a yard manager and me. The boats produced were ferro cement barges, 40ft long with a cargo capacity of 20 tons.

They had a maximum draft of 1 metre and were usually fitted with one 60hp Lister diesel engine. A couple of boats were fitted with two engines of smaller capacity.

The local staff were very welcoming to me and helped me to settle in to boatyard life. They were drawn from many of the local tribes and some were Ugandans who recounted stories of climbing out of the windows of their school dormitories to escape from soldiers who were intent on seizing the students. They literally ran away to Sudan for safety. There were two houses for the expatriates. Mine had stone walls about 800mm high with mosquito netting from there up and a thatched roof. Screens provided protection from wind and privacy when required. The houses were ideal for the environment. A housegirl assisted with cleaning and cooking and was invaluable along with the other local staff in teaching me the local Arabic. Before too long I was able to communicate adequately with the workforce and conduct business in the town in the local language.

The staple food was Dura, a grain that was ground and made into a porridge to be eaten with a vegetable stew or beans. A limited number of fruits and vegetables were grown, okra, tomatoes, mangoes, lemons, bananas come to mind.

The Nile yielded several species of fish – Nile perch and cat fish being the most notable. Nile perch in particular grow to spectacular sizes. On one occasion a local villager came to the boatyard to sell us a fish. When I asked where it was he led me down to the river where a line was tied to a tree. When he pulled on the line a huge perch came writhing to the surface. We carried it home with a pole through its gills over our shoulders and its tail dragging on the ground. The fish provided meals for the boatyard staff for two days.

The regions isolation meant that mail was delivered by plane sporadically, there was no telephone contact and fuel and other supplies were delivered by road from Nairobi. Local markets supplied over land from Khartoum using BMC 5 ton trucks with oversized rear tyres. Some supplies were transported by river steamers from Kosti. Some of these were old stern wheelers dating from when the country was administered by the British.

Living across the river from the town meant travelling across the bridge regularly. The bridge was guarded at each end by policemen and you were required to stop at each guard post to explain who you were and where you were going. In 1979 when the Ugandan President Idi Amin was overthrown by the Tanzanian army many members of the Ugandan military who were Sudanese fled to Sudan bringing with them weapons and ammunition. These weapons were distributed to tribes in the southern region who used them in inter tribal conflicts. To counter the gun-running the police guarding the bridge were replaced by well trained soldiers. If we approached the bridge at night we would be met by a crouching soldier aiming a machine gun at the driver, who was usually me. After a couple of anxious encounters we decided that night travel was unwise and limited our trips to town to daylight hours.

Staying healthy was sometimes challenging. Malaria was a constant threat. Giardia was commonplace and cholera was endemic. There was an outbreak of bubonic plague while I was there and an ailment called green monkey disease arose in the south west of the region. Bilharzia was also a risk in some waterways.

There was a wide variety of wildlife. Living and working on the river meant we got to see hippos and crocodiles regularly. The threats posed by these creatures were brought home on one occasion when men from the neighbouring village asked to borrow a small boat to search for a child who had been taken by a crocodile while playing near the river bank. The child was never found.

Buffalo, antelope, giraffe and zebra could be seen in the surrounding countryside. A buffalo was speared next to the boatyard by a group of hunters. It was no mean feat getting close enough to the animal to thrust a spear into its side. Snakes were also plentiful. One of my expatriate colleagues kept a puff adder and a spitting cobra in cages in his house.

Working at the boatyard meant that I got to travel on the river. Each boat was taken on a 1000km test voyage to a town called Malakal which was down stream. This required that we pass through the Sudd, a vast wetland fed by the Nile. Navigation required experience and knowledge of the multitude of streams and channels. The Sudd also includes several large lakes. On one occasion we became lost and found ourselves in the middle of a lake during the night. We saw a light in the distance and steered towards it. The source of the light was a dugout canoe with two small boys in it. They were fishing and had a few glowing coals in a dish in the bottom of the canoe to fend off the cold.

In addition to river travel I also made several road journeys to remote towns near the borders with Kenya, Uganda, Zaire (now Democratic Republic of the Congo) and the Central African Republic. On these journeys I encountered people living their traditional lives, barely affected by outside influences. They were subsistence farmers, nomadic cattle herders and fishermen.

Everywhere we went we were welcomed with warmth and generosity. This was a consistent theme throughout the region where most people lived simple lives with no modern appliances or accessories that most people in the west regard as essential.

- Kevin Sullivan

Rollers & Bentleys

What may have been the largest-ever gathering in New Zealand of Rolls Royce and Bentley Club vehicles looked like heading for a soggy end as rain bucketed down on the Friday before the 50th annual rally in Masterton.

VCC member Willie James recorded 3in of rain as the heavens opened on the Friday. Sunshine on Saturday morning brought sighs of relief for the organisers. The 45 cars had rallied from Cape Reinga in the north to Bluff in the south, visiting sites of interest along the way, and activities in Masterton included a big concours d'elegance display at the Solway Copthorne on the Sunday.

John and Rae Kennedy stole the show with the oldest Rolls entered, the 1905 Rolls Royce Light 20, plus a pair of Silver Ghosts from 1913 and 1922. Entries ranged from the Light 20 to a 2021 Bentley Bentayga. Mike and Jane D'Alton kept the local flag flying with their Bentley 3.4 litre Tourer Special.

- Kevin Ball



A Family outing -- The Kennedy cars, with John seated in the blue Silver Ghost.



The D'Alton's 3.4 litre Touring Special drew admiring eyes.



Kevin Williams with his head down in his 1971 Rolls Royce Corniche. This 6.75 litre 120 beast cost 13,000 stg when new.



A classic 1938 Rolls Royce

Upcoming Club Rallies and Events

Club Outings & Rallies.

Sunday 18th June

Winter Wander

Meet at the Car park in Perry Street, Masterton @ 9: 45 a.m. to register.

Briefing then cars away from 10 a.m.

All sealed roads, wandering around northern areas.

Visit stops to miniature railway and a small museum. Possibly another place of interest?

Lunch: Bring your own or buy from local café , hotel or supermarket.

Toilets and fuel at lunch location.

Approx 60 miles in morning and 45 miles in the afternoon.

Finishing for a coffee and natter at Hood aerodrome's Kittyhawk Café.

Cost: \$ 15 per person, this covers Entry to railway, museum, lunch hall and organising fees. Payable on registration on 17th.

So we can advise numbers to our hosts, can you please e-mail Simon O'Hara;

simonsandieohara@gmail.com

Or phone Simon on 0211412332

Sunday 9th July

Gravel Challenge

Details to come

Sunday 20th August

Daffodil Run

10am departure from Martinborough

\$20 fee to go to Cancer Society

2023 AGM

Sunday June 11th

Greytown Working Mens' Club

11.00am

Full details on our website

[Click Here](#)

Club Nights

Monday July 3rd

7pm

Details to come

Monday August

7pm

Details to come

Welcome to New Members

Recent new members:

Dave Plant, Carterton. Dave has a 1956 Daimler Century he is currently restoring

A big welcome to you, we look forward to you joining us in the various activities of the club. If you have not received a name badge please contact Mike D'Alton (mickyjdalton@yahoo.co.uk) to arrange this. The cost of the badge is \$20 each.

Club Positions becoming Vacant

Two positions within the club will shortly become vacant - Zenith Editor and Scribe

Zenith Editor

Do you have a flair for using online publishing tools and can put aside some time every month to compile the club newsletter "The Zenith". Perhaps you have some ideas for improving the newsletter. If so, you should consider taking on this important role for the club, which will become vacant in a couple of months.

Scribe - "Beaded Wheels" Reporter

The primary task is to write a regular article about the Branch activities for the VCC national magazine "Beaded Wheels", published every two months. If you have a way with words and would like to write for a national magazine you should consider this role. There is also the opportunity to contribute other articles to the magazine. Our retiring Scribe, Kevin Ball, has had many pieces published over the years.

If you are interested in either of these roles, contact our Branch Chairman, Graham Hodder.

Other Events

Wanganui Vintage Car Club Annual Rally

To be held Kings Birthday weekend on **Sunday 4th June**

Details & Entry Form

[Click Here](#)

Early Ford V8 Club Run - an invitation to Wairarapa VCC Members

The Run is on Sunday the 4th of June.

Meeting at Everest Cafe in Featherston at 930 am for morning tea and a chit chat

We will then have a leisurely drive through the country out to Lake Ferry for lunch

If members would like to come could they please email yes to my email

a.webster27@yahoo.com over the next few weeks so I can let the cafe and pub know the numbers as I will book.

Members are also welcome to come for just the run if they don't want to have the lunch or morning tea .

Waikato VCC Double 50/50

Saturday June 10th 2023

Entries close 24th May

Details & Entry Form

[Click Here](#)



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!!



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.

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

CARD RESERVE, FEATHERSTON
SUNDAY NOVEMBER 12TH, 2023

FUNDRAISER FOR
FEATHERSTON JUNIOR FOOTBALL CLUB
PRESENTED BY

WAI WHEELS
- 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

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](#)



Market Place - Buy, Sell or Swap

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

FOR SALE

1948 Austin Ten

Reconditioned motor. The car has been in storage for 20 plus years. It is complete although the guards and windows need refitting. Has been repainted at some stage but needs touching up.

This is an ideal entry level car

Only \$1200 ono

Contact Tom Wilson at Tom Wilson Motors, Martinborough
06 306 9565

ATLAS AUTO SERVICES

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

Contact Aaron Webster (Wairarapa Branch member)

PH 021 0853 0341

EMAIL aaron@atlasclassic.co.nz

VINTAGE AND CLASSIC CARS

For Rent - Secure Storage Shed Space

- Indoor or outdoor storage.
- Long or short term rental available.
- Discounts for long term and VCC members.
- Access flexible and by arrangement.

- Car, boat, caravan, campervan, farm machinery, etc. No household goods.

Have a look at Trade Me Listing #3332441379 for indicative prices.

Phone Paul on 021-252-0409 with any queries.

The Wairarapa Branch Spare Parts Shed is open on the 3rd Saturday of the month from 9.30am to 12 noon, and the first Tuesday in the month from 9am to 12 noon,

Come down to the clubrooms, join Frank, Barry and Jeff for yarn and a cuppa. You might also find the bit you have been looking for.

You can also contact Frank for an appointment outside these hours: 06 379 7167

Wairarapa Branch of the Vintage Car Club of New Zealand

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 7.30pm.

Spare Parts: Open each Tuesday morning following club night and the 3rd Saturday in the month 9.30am -12 noon. Committee meet: Second Tuesday of each month at 7.30pm

2022/23 Committee and Office Holders

Chairperson: Graham Hodder - 06 308 9087 027 226 3738, g_jhodder@xtra.co.nz

Secretary: Mike D'Alton - 021 137 2395, secretarywvcc@yahoo.com

Treasurer : Kevin Sullivan - 022 377 8443, kevsully52@gmail.com

Club Captain: Hugh Hunter - 06 306 9847, j.h.hunter@xtra.co.nz

Publications & Newsletter Editor: Chris Giles - 021 433 995, chris.giles64@gmail.com

Social Convenor: Val Ball - 06 377 1236, wtakevin@xtra.co.nz

Librarian: Pat Dutton - 06 379 7918, betyjo29@gmail.com

Spares: Frank Lipinski - 06 379 7167

Motorcycle Liaison: Kevin Sullivan - 022 377 8443, kevsully52@gmail.com

Custodians: Dave Patten - 06 306 9006, dave.patten28@gmail.co; & Kevin Sullivan
Jim Laird - 0274 412 659, jim.laird@wise.net.nz

Simon O'Hara - 021 141 2332, simonsandieohara@gmail.com

Beaded Wheels Scribe - Kevin Ball - wtakevin@xtra.co.nz - 06 377 1236

Spares

Frank Lipinski - 06 379 7167

Barry Wells - ljandbjwells@gmail.com - 06 377 1152

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

Vehicle Inspectors

Francis Pointon - pointonmotors@xtra.co.nz - 06 378 6710

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

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