

Wairarapa Zenith

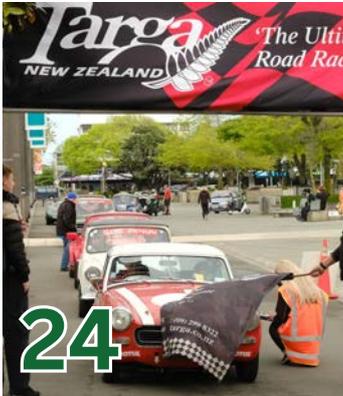


A TIME TRIAL ADVENTURE

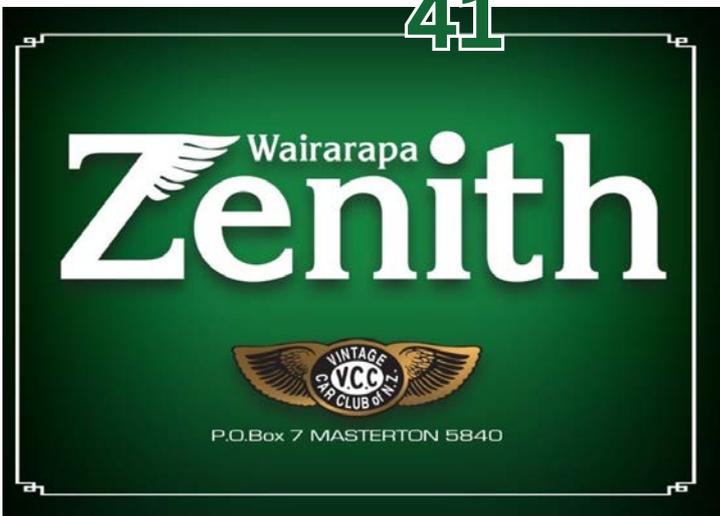
NOVEMBER 2023 EDITION

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Editor's Note

Welcome Readers,

It brings us great pleasure to present the November edition of the revitalized Zenith. There is quite a bit of content in this edition, including my own adventure through TARGA 2023.

We would like to take this opportunity to thank you for your support and encourage you to continue sending in your contributions. With your help, we can continue to explore the fascinating world of Wairarapa Vintage Car Club.

We're thrilled to share a picture of my Mini on the right. She's did well completing her second TARGA rally!

Alec D. Hara
Editor, Zenith



Front Cover

Malcolm Flemming and Gina Jones departing the Cophorne for Targa Rally.

Read more from page 24



Send in your contributions

On behalf of the Zenith, Wairarapa Vintage Car Club magazine, we deeply cherish the invaluable contributions made by our members. We believe that sharing their experiences and knowledge within our community is the lifeblood of our publication.

If you possess a captivating narrative, an old photograph that deserves a spot in our pages, or a handy mechanical tip to benefit fellow enthusiasts, we encourage you to share them with us.

We constantly seek fresh and engaging content to feature in our newsletters, and we would be thrilled to receive your submissions.

Please send your contributions before the 20th of each month to our dedicated email address: editorwaivcc@gmail.com. We eagerly await your input.

And, of course, remember to sprinkle in a touch of humor if you stumble upon any "funnies" - laughter is always a welcome addition!

Chairs Report

The Targa Rally has come and gone with everyone enjoying the event and returning home safe. Congratulations to those who took home some spoils and a reminder to those who did not. Without competitors there would be no event, the best rewards come from entering and enjoying others company.

The joint Wellington/ Wairarapa Branch run to the Wairarapa was a successful day with 27 entrants. The weather was at odds with its self a little during the morning run but by the time everyone got to the lunch stop the sun was in full force. Over lunch there was time to chat to the pet lambs, pat the pony and appraise the vehicles on display. A brief background of the property and family history followed lunch. Then it was off to discover the remains of New Zealand's first Observatory. Stephen Carkeek built the timber observatory on the farm he brought following his retirement in 1866. In 1896 my Great Grandfather purchased the property, ushering in over 100 years of Hodder family ownership. The walk back provided extra excitement and entertainment with feeding the eels. A most enjoyable time had by all.

This Novembers Club night was well attended, a warm welcome to the new faces who attended.



Brendan Odell and his DKW were the "Star" guests. Brendan's presentation was very informative with humour sprinkled in amongst it. The little engine of the car propelling it along at speeds of 97 miles per hour (as per the company's promotional advertising) is mind boggling. Many thanks Brendan and we look forward to having you back to talk about your South African trip.

The Wai Wheels Swap Meet and Car Show had a wonderful turn out. It was a magic day in Featherston and very pleasing to see so many club members and their cars.

Congratulations to the winners of the Vintage Car Class: 1st place to Paul Demartin from Paraparaumu with his 1951 V8 Ford, second place to Neville Milby with his 1939 MGTB, third place to Colin Robinson with his 1931 Austin. The club also had a parts sale site manned by the parts crew. They had a very productive day also.

The annual Club's Gold Medal Trial was held on Saturday the 18th of November. This year's run will have been the 40th time this event has been held, a real testimony to the club's rich history. Every year we have a number of regular rides from out of the area attend, and this year was no different. The run was over local roads with the lunch stop at Tinui. The afternoon finished with a prize giving and dinner in the evening. Our congratulations go to the winners and thanks to all who attended, especially the helpers who make it possible to run these events.

The annual Vintage Car Day at Mangatainoka is on the 26th of this month. You will have seen the emails and advertising. It is open to lovers of pre 1990 classic's, vintage cars and bikes. Come along and make this another successful event to remember.

We have the Mauriceville Fair on the 3rd of December which incorporates the Groves Memorial Rally. Take part in the festive spirit of the Fair and the afternoon run to the Gladstone Inn. A chance to polish the vehicle ready for the Christmas parades.

Speaking of Christmas, make sure you have made a note of the Clubs Christmas function on the 17th of December at the Clubrooms. I have posted a letter to the North Pole requesting a visit from the jolly fat man on the 17th, join us and see if he turns up.

Christmas Parades will feature again this year in the local villages as we build up to Christmas. These are a great way to fly the club flag and enjoy the smiles and laughter of the occasion.

Join in and have fun. You will find the times and dates in the calendar.

Graham Hodder
Chair



Joint Wellington/ Wairarapa Run





Voting Day Rally

written by Kevin Sullivan

It was nice to see a good turnout, with a variety of vehicles, for what was a very enjoyable drive through back country roads.

The gravel roads were all in reasonable condition although the windy weather meant a lot of dust. This caused a couple of entrants without screen washers to stop to clean their windscreens. For one entrant that meant his clean handkerchief was pressed into action much to his dismay apparently.

The route was interesting and picturesque in parts and was well suited to all vehicles.

The happy faces at the lunch stop were a good indication of the enjoyment the participants got from the event.

If the weather had been more favourable it would have been a great ride on a motorbike.



New Members Rally / Voting Day Rally

written by Rob and Sonya Jones

Being alone in the south east corner of the North Island with our P76 (come on Willie, we need your car – it's a different Willie to one you all know) we seek enjoyment with other groups, quite successfully usually. Oct 14 saw us participate in the VCC Newcomers Rally. While we aren't really new anymore the first one of these, we did we came first equal, so we strive for further glory if it's on offer which it wasn't on this occasion. Dust was on offer!

So, Sonya and her mum Judy and I set about the rally.

Meeting in the car park outside the old/redundant/earthquake prone town hall we watched a great selection of cars arrive as you can see below, the club well represented by a 1930 Model A pick up, S2 Morris Minor, 1964 Morris Oxford and a 1927 Dodge 4. Complimented by other Morris cars, Rover, Bentley, Bedford, Wolseley, Leyland, Austin Healey, Hillman, and Triumph amongst others.

Instructions were issued and we set off not too far apart being able to anticipate some of the run, but not all of it by any means. It was pretty much follow the leader except that the cars in front of us often appeared behind us somehow! We drove a pattern of overlaid figure eights until we headed north out of Masterton and soon enough found ourselves on some new roads not previously travelled by the P76. This was a very scenic country route over some familiar roads and those much less so, and a bit more remote. The "rules" stated there was some gravel so I wasn't too concerned. Later as we departed in our beige coloured blue Leyland, I did wonder how those in the Bentley, AH and a couple of other rather open cars fared. Don't get me wrong, I/we had a ball, the P76 loves this sort of driving but the dust sealing just isn't up it and when you start all nice and clean with tyre shine etc applied it acts like dust glue!

There was some gravel, lots of it really but who cares, we were enjoying ourselves. And still the interior needs finishing. However, we arrived at Eketahuna via yet another route, enjoyed refreshments and company and departed for home the normal way.

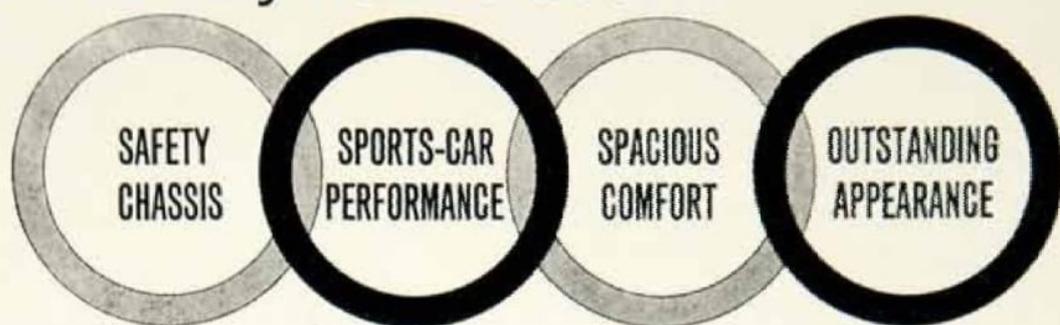
There was another on offer!

Thanks to the organisers for yet another great outing with the VCC.

Who came?

1957 Bedford Truck	Rex Bateman
1927 Dodge Fast Four	Simon and Sandie O'Hara
1956 Morris Minor	Ian Stewart and Peter Orr
1974 Leyland P76	Rob Jones, Sonya Jones, Judy Collard
Ford Model A pickup	Francis Pointon, Caroline O'Hara
1964 Morris Oxford	Lindsay Durrant, Bruce Lambert
1957 Morris Minor	Pat Dutton, Jill Kernahan
1934 Bentley	Mike and Jane D'Alton
1972 Rover P6b	Bob and L Cumming
1924 Dodge pickup	Alec O'Hara and Jodie Swanson
1972 Triumph GT6	Les Cockeram
1968 Wolsely 1300	Jim and Babera Barr
1954 Austin Healey	Paul and Debbie Hodder
2016 Mazda	Kevin Sullivan
1991 Mitsubishi Pajero	Earl and Tina Goodin
1955 Hillman Californian	Ken McKay
1987 Daimler	Nigel King

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Here's the car that brings family motoring into the sports-car class! A revolutionary new valveless 3-cylinder engine gives big-car performance with small-car economy: speeds up to 90 m.p.h., yet consumption down to 35 m.p.g.—thanks partly to a controllable free-wheel. Big-car roominess, too—for front-wheel drive means no transmission shaft, flat floor, and more space for passengers. Safety? A new design safety chassis and big braking surfaces bring you quickly to a smooth, safe stop: new-design suspension and self-adjusting steering give you rock-steady roadholding and cornering, even at high speeds. And as for extras—well, you don't need any! Such luxuries as heater, clock, windscreen washers, radiator blind, pass lights, over-riders and two-tone colouring are standard, at no extra cost! 2-door Coupe also available from £1063 inc. P.T.

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Write to Concessionaires in the United Kingdom for literature and name of nearest dealer

AUTO UNION (Gt. Britain) LTD., Great West Road, Brentford, Middlesex. Telephone: ISLeworth 3131

West End Showrooms: 10 Albemarle Street, W.1 Telephone HYDe Park 3351





NOVEMBER CLUB NIGHT

By Brendan Odell

I really enjoyed bringing my Auto Union 1000S around earlier in the month for the members to see at the Club Rooms.

Whereas my slide show was very long - and too big to email, I thought that perhaps, I would give the Zenith readers a brief summary.

I have been driving Auto Union cars since the age of 17 - having learnt to drive on a 1954 Chevrolet 3100 ute in South Africa, I suppose the Deek's column shift was a natural evolution (even if it is the inverse of American column shift).

My first Auto Union 1000S, a Coupe, lasted only a day though! My mother refused such a car through the gates of the yard of our home - and as such saw that I returned it the very same day to the man who had sold it to me.

I bought a very high mileage and rusty 1970 Mercedes-Benz 280SE instead, which made me feel very grand!

Some months later, I did manage to sneak another 1960 Auto Union 1000S into the yard - a four door this time, just like the one I displayed at the Club rooms. I got it at quite a bargain from an Air Force Sergeant Major on the airfield where I was apprenticed as an aircraft mechanic at that time. The reason for the "keen" price was only made known to me some time later though.

The Sergeant Major, a man of considerable thirst, had, on a particularly dark night, en-route home from the pub in the Auto Union, six volt headlamps ablaze, struck a man on a bicycle - believing to have killed him.

Some hasty bodywork concealed the damage to the car - and the car was subsequently hidden until I purchased it (the Sergeant Major believing until that time that the police would be on the lookout for it).

In any case - the car gave wonderful service as an apprentice (and is still on the road today, although now restored), once I cleaned all the beer cans from the back of it. This started a life-long two-stroke affair for me.

These cars were of course quite popular in South Africa - and there were still plenty of them about when I grew up. They were well priced and quite fast - very well suited to local conditions in Africa.

I followed that first 1000S four door up with a Coupe and then a 1957 DKW 3=6 Sonderklasse (which I still have - a car with a very interesting history)). Soon...I had an incredible amount of these little cars about the place, far too many really. Some years later we immigrated to New Zealand (with a three year stint in Tonga) and two of the cars followed me along.

Now, to fast forward to the present day - I have four Auto Union's at present - the aforementioned 1957 DKW 3=6 Sonderklasse, the 1960 Auto Union 1000S four door that I displayed at the Club night, a 1962 Auto Union 1000S four door (another interesting story with that one) and a 1966 DKW Munga 8 (ex German Bundeswehr and very original).

The technical specifications of the 1960 Auto Union 1000S four door are below (excerpts from the Owner's Handbook).

Certainly, in light of other Western cars of the day, the Auto Union 1000S possessed a rather unusual specification - I have read in British magazines that this car offered a "heady mix of antiquity and modernity".

Whereas it is very good to drive and has one of the most loyal followings amongst those who "know", driving it is something that takes many people some getting used to (especially owners of British cars).

Once mastered, it is a very pleasurable thing. The inline triple pot two-stroke engine is very smooth and reliable - the triple contact breakers and thermosiphon cooling system being other features unusual in the early 1960's. Also mounted on the very substantial chassis are leaf springs and rear, but an excellent four speed full synchromesh gearbox with full-time freewheel (available with an optional Saxomat automatic clutch), driving the front wheels - in inverse H pattern, of course. This means that first gear is towards you and down.

The freewheel (which can be disengaged in case of Alpine Mountain pass descent or similar extreme cases) means that all deceleration is accomplished by braking only.

Luckily the unassisted drums all around are well up to the job, and virtually fade free - that said, the optional ATE disc brakes from 1962 were a good idea, with an impressive bite.

The rear axle is unusual too - very conventional in its very stout transverse leaf spring, but then the spring is affixed on only one side (the left side), sliding on a greased Vulkollan shoe on the right hand side. This arrangement is known as the "schwebeachse" (floating axle) and contributes significantly to the car's fine handling. There is a six volt electrical system (the Germans persisted with this into the mid-1960's), but modern(ish) column mounted control levers for lighting - a unique feature of this being the so-called "light-hooter" (a headlight flasher).

Auto Union drivers standard greeting to each other, from the mid-1950's onward would be a quick flash of the high beam on the road. Luckily the headlamps feature what Auto Union called the "assymetric beam" - which focused the lights away from oncoming traffic (so nobody gets dazzled by the fantastic blaze of 45 watt light) - this means that headlamp glass for left hand and right hand drive models is not interchangeable.

The Auto Union 1000S was manufactured by Auto Union GmbH between 1958 and 1969 (the "model 60", I displayed was built from October 1959 to October 1961) .

It was the first (and in many markets the last) model branded as an Auto Union by the manufacturer since the 1930s; it replaced the DKW 3=6, although the latter continued in production, until the end of 1959. The two cars were broadly similar, but the new car had its two-stroke engine enlarged to 981 cc.

In addition to the two- and four-door saloons, a "pillarless" Coupe shared the profile of the saloons apart from the absence of any fixed B pillar. A three-door station wagon version was also offered (essentially, an updated DKW F94U), now branded as the 1000 Universal, between 1959 and 1962 (1959/60/61 only for right hand drive). For the new decade, the coupe and four door was renamed Auto Union 1000S.

In August 1959, an eye-catching wrap-around windscreen with vertical strip speedometer was introduced on the two door models of the "model 60" series (AU1000 limousine, AU1000 Coupe and AU1000S Coupe). Neither the windscreen nor the name changes entirely concealed the fact that at a time when competitor designs employed the modern ponton, three-box form, this Auto Union's body along with most of its technical features descended directly from that of the Zwickau-developed DKW F9 prototype of 1938.

The 1000's worldwide Motorsport success in the late 1950s and early 1960s, where several outright victories, such as the 1959 Acropolis Rally (Wolfgang Levy, Hans Wenscher), South African National

Rally Championship in 1961, 1962 and 1963 (Reinhard Muhl and Pieter Muhl (1963 with Jan Hetteema)) and many others, brought it fame along with class wins in many more events such the 1960 Monte Carlo Rally. As mentioned earlier - it is quite a fast little car for its day, and although the factory originally advertised the 1000S four door as cruising at speeds around 90mph, the actual cruising/maximum speed for an unmodified car was closer to 83mph (the owner's handbook advised maximum speed = cruising speed).

To keep fuel consumption and engine reliability in check, Auto Union kept the engines rather unstressed - but enthusiast owners soon found that with very little work (mostly simply raising compression by planing the cylinder head down a little, and some other trickery like opening the ports up a bit), that the cars would easily top 100mph.

The Düsseldorf plant (in the old Rheinmetall - Borsig factory) produced most of the 171,008 Auto Union 1000 cars built during the six-year model run - although production was moved to Ingolstadt in late 1961.

The pretty 1000 SP sports version continued in production for another two years, until 1965, notching up sales of 5,000 for the hard-top version and 1,640 for the cabriolet. The production of the car was extensively shown in the 1960 film "Träume, die Sie kaufen können". [Watch the film at this link](#)



The four cylinder claimed a power output of 40 BHP (29.8 kW) at 4,200 rpm. This was coupled through a fluid flywheel to an epicyclic preselector 4-speed gearbox.

The car was exceptionally smooth and operation with reasonable performance for its time.

Specifications:

Engine 10hp four-cylinder 1287cc developing 40bhp at 4200rpm.

Compression ratio 7.1 to 1

Chassis - composite steel timber framed aluminium bodied (roof, doors, bonnet and boot)

The total number of LD10's

manufactured from all coachbuilders was 3030 units. Included in this total was 579 Barker Bodied Sport Saloons.

This car is fitted with a Daimler torque converter coupled to a four speed preselect gearbox.

The car was sold worldwide and was popular in markets where its characteristics suited the local conditions well. Export sales were especially strong in Africa and the car was well regarded for its robust and reliable construction.

In countries where its sporting heritage is especially strong, such as South Africa, the car has since acquired a legendary status. In 2012, the South African artist Steve Hofmeyr released a song, "DKW" which, taking in the Auto Union 1000, expressed a nostalgia for the car as a representation of solidity and reliability.

Import tariffs made the Auto Union 1000 a costly car in certain markets, and sales were slow in countries where the 1960s "Buy British" campaigns were effective. In New Zealand, for example, a 1960 Auto Union 1000S could be bought from Crosbie Motors in Invercargill for £1578 at a time when larger cars were selling for significantly less.

The Auto Union 1000 also enjoyed much publicity from being prominently featured in European films of the day, such as the German musical comedy *Hula-Hopp*, *Conny*, the German Comedy *Robert and Bertram* [30] and the Swedish film *Mannekäng i rött*. In 1970, well after the car's production ended, an Auto Union 1000S featured as the star in the German comedy film *Das kann doch unsren Willi nicht erschüttern*.

As with its predecessor, the DKW 3=6, the Auto Union 1000 enjoyed the attention of a number of famous owners, such as the famous aviator, Elly Beinhorn (her white and red 1958 Auto Union 1000 Coupe was named "Alwine VIII"), Big band bandleader Max Greger (1000SP), Graf von Brandenstein-Zeppelin (1000SP) and German fashion designer Katja Nieborg (1000S Coupe).

In various countries, such as Brazil and South Africa, there were a significant amount of Auto Union 1000 cars still in everyday use, as of the early 2020's .

Additionally, there are enthusiast clubs in many countries worldwide.

These are served by a number of parts specialists in Europe and South America. The largest club is the Auto Union Veteranen Club e.V. (AUVC) The AUVC normally co-ordinates an annual "Treffen" of DKW and Auto Union cars in Europe, whereas in South America, a large annual gathering of these cars, "Blue Cloud" occurs every August in Brazil at Poços de Caldas.

We have an active and rather enthusiastic little Club in New Zealand too - which I co-ordinate - The Auto Union DKW Club of New Zealand "AutoUnionNZ".



TECHNICAL DATA

Engine

AUTO UNION 1000 S

Type Water-cooled, 3-cylinder 2-stroke in-line engine with DKW reverse flow scavenging
 Bore 2.91 in. (74 mm.)
 Stroke 2.99 in. (76 mm.)
 Capacity 59.86 cu. in. (981 c. c.)
 Compression ratio 7.25
 Output 50 B.H.P. at 4,500 r.p.m.
 Max. torque 61.5 lb. ft. (8.5 mkg.) at 2,250 r.p.m.
 Specific output per litre approx. 51 B. H. P.

AUTO UNION 1000

Water-cooled, 3-cylinder 2-stroke in-line engine with DKW reverse flow scavenging
 Bore 2.91 in. (74 mm.)
 Stroke 2.99 in. (76 mm.)
 Capacity 59.86 cu. in. (981 c. c.)
 Compression ratio 7.25
 Output 44 B.H.P. at 4,500 r.p.m.
 Max. torque 61.5 lb. ft. (8.5 mkg.) at 2,250 r.p.m.
 Specific output per litre approx. 45 B. H. P.

Carburettor

Type Down draught
 Model Solex 40 ICB
 Main jet 0140
 Idling jet 9 55
 Idling jet air bleed 1.5
 Air correction jet 110
 Starter fuel jet 160
 Starter air bleed 3.5
 Choke tube 32
 Emulsion tube 46
 Float needle valve 1.5
 Volume control screw Slackened off 3-4 half turns

Down draught
 Solex 40 ICB
 0132.5
 9 55
 1.5
 150
 160
 3.5
 30
 46
 1.5
 Slackened off 3-4 half turns

TECHNICAL DATA

	AUTO UNION 1000 S	AUTO UNION 1000
Gearbox	4 fully synchronized forward speeds, 1 reverse; lockable free-wheel	4 fully synchronized forward speeds, 1 reverse; lockable free-wheel
Gear ratios	1st gear 3.82 2nd gear 2.22 3rd gear 1.39 4th gear 0.91 reverse gear 3.45	1st gear 3.82 2nd gear 2.22 3rd gear 1.39 4th gear 0.91 reverse gear 3.45
Differential	4.71	4.71
Overall ratios	1st gear 18.00 2nd gear 10.48 3rd gear 6.57 4th gear 4.31 reverse gear 16.19	1st gear 18.00 2nd gear 10.48 3rd gear 6.57 4th gear 4.31 reverse gear 16.19
Clutch		
Type	Single-plate dry clutch; SAXOMAT automatic clutch as optional extra	Single-plate dry clutch; SAXOMAT automatic clutch as optional extra
Clutch play at the adjusting nut	approx. 0.15 in. (4 mm); where SAXOMAT is fitted: none	approx. 0.15 in. (4 mm); where SAXOMAT is fitted: none

TECHNICAL DATA

Capacities

Fuel tank	AUTO UNION 1000 S approx. 10 Imp. galls. or 12 U.S. galls. (45 litres), including 1.75 Imp. galls. or 2.1 U.S. galls. (6 litres) as a reserve	AUTO UNION 1000 approx. 10 Imp. galls. or 12 U.S. galls. (45 litres), including 1.75 Imp. galls. or U.S. galls. (8 litres) as a reserve
Gearbox	4.4 Imp. pts. or 5.3 U.S. pts. (2.5 litres); refill 4.0 Imp. pts. or 4.8 U.S. pts. (2.25 litres)	4.4 Imp. pts. or 5.3 U.S. pts. (2.5 litres); refill 4.0 Imp. pts. or 4.8 U.S. pts. (2.25 litres)
Cooling system	approx. 14 Imp. pts. or 17 U.S. pts. (8 litres)	approx. 14 Imp. pts. or 17 U.S. pts. (8 litres)
Drive shaft boots	approx. 9.2 cu. in. (150 c.c.)	approx. 9.2 cu. in. (150 c.c.)

Maximum speeds and fuel consumption

Attainable speed in 4th gear with the first pressure stage of the accelerator pedal completely taken up

Maximum speed = cruising speed

Fuel consumption, measured as laid down in DIN 70030

	S COUPE	4-door SALOON	SALOON	UNIVERSAL STATION WAGON
69-75 m.p.h. (110-120 km.p.h.)	62-69 m.p.h. (100-110 km.p.h.)	62-69 m.p.h. (100-110 km.p.h.)	62-69 m.p.h. (100-110 km.p.h.)	62-69 m.p.h. (100-110 km.p.h.)
80-84 m.p.h. (130-135 km.p.h.)	77-80 m.p.h. (125-130 km.p.h.)	77-80 m.p.h. (125-130 km.p.h.)	77-80 m.p.h. (125-130 km.p.h.)	75-77 m.p.h. (120-125 km.p.h.)
33 m.p.g. (Imp.), 27.5 m.p.g. (U.S.) of 1:40 two-stroke petrol (8.6 litres / 100 km)	32 m.p.g. (Imp.), 26 m.p.g. (U.S.) of 1:40 two-stroke petrol (8.9 litres / 100 km)	32 m.p.g. (Imp.), 26 m.p.g. (U.S.) of 1:40 two-stroke petrol (8.9 litres / 100 km)	33 m.p.g. (Imp.), 27.5 m.p.g. (U.S.) of 40:1 two-stroke petrol (8.6 litres / 100 km)	32 m.p.g. (Imp.), 26 m.p.g. (U.S.) of 40:1 two-stroke petrol (8.9 litres / 100 km)

TECHNICAL DATA

Chassis

Type		Box-section
Suspension	front rear	Upper transverse leaf spring and wishbones below AUTO UNION floating axle
Springs	front rear	Transverse leaf in conjunction with two double-acting telescopic shock absorbers Transverse leaf in conjunction with two double-acting telescopic shock absorbers
Steering gear		Rack-and-pinion, with divided track rod
Steering gear ratio		19.2
Turning circle		Approx. 37 ft. 8.75 in. (11.5 m.)
Rim size		4 J x 15
Tyre size		Super balloon 5.60-15 tubeless
Tyre pressures	front rear	21.3 lb. sq. in. (1.5 atü) 21.3-24.2* lb. sq. in. (1.5-1.7* atü) * fully laden
Wheelbase		7 ft. 8 in. (2,350 mm.)
Track	front rear	4 ft. 2.8 in. (1,290 mm.) 4 ft. 5 in. (1,350 mm.)
Toe-in (laden)		0-0.08 in. (0-2 mm.)
Foot brake		4-wheel hydraulic, 2 cylinders per wheel at front, one cylinder per wheel at rear
Hand brake		Mechanical, acting on rear wheels
Drum diameter		Front and rear 9.05 in. (230 mm.)
Brake shoe width		Front and rear 1.97 in. (50 mm.)
Lining area		
Foot brake		110.82 sq. in. (715 sq. cm.)
Hand brake		52.54 sq. in. (339 sq. cm.)

TECHNICAL DATA

Electrical equipment

Battery	6 volt, 66 amp. hour
Dynamo	6 volt, 160 watt / 2,400 r.p.m.
Starter	6 volt, 0.4 h.p.
Ignition system	AUTO UNION battery and coil
Firing order	1-2-3
Automatic advance	by flyweight, depending on engine speed
Contact point gap	0.015 in. (0.4 mm)
Make of plugs	AUTO UNION 1000 S
Spark plug gap	Bosch M 175 T 1
Headlamps	0.02 - 0.024 in. (0.5 - 0.6 mm)
Main beam	6.3 in. (160 mm) beam exit
Dipped beam	width with asymmetrical dipped beam
	45 watt
	40 watt

Dimensions and weights

	COUPE	SALOON	4-door SALOON	UNIVERSAL STATION WAGON
Length	13 ft. 9.12 in. (4,225 mm)	13 ft. 9.12 in. (4,225 mm)	14 ft. 1.06 in. (4,325 mm)	13 ft. 9.74 in. (4,210 mm)
Width	5 ft. 6.73 in. (1,695 mm)	5 ft. 6.73 in. (1,695 mm)	5 ft. 6.73 in. (1,695 mm)	5 ft. 4.56 in. (1,440 mm)
Height	4 ft. 9.68 in. (1,465 mm)	4 ft. 9.68 in. (1,465 mm)	4 ft. 10.58 in. (1,488 mm)	5 ft. 1.61 in. (1,565 mm)
Ground clearance	6.69 in. (170 mm)			
Weight, unladen	2039 lbs. (925 kg)	2028 lbs. (920 kg)	2094 lbs. (950 kg)	2315 lbs. (1,050 kg)
Load	881.8 lbs. (400 kg)	881.8 lbs. (400 kg)	904 lbs. (410 kg)	—
Carrying load	1433 lbs. (650 kg)	1433 lbs. (650 kg)	1388.8 lbs. (630 kg)	992.1 lbs. (450 kg)
Max. axle loading	1543.2 lbs. (700 kg)	1543.2 lbs. (700 kg)	1609 lbs. (730 kg)	1510 lbs. (685 kg)
				1874 lbs. (850 kg)
				with driver

Wai Wheels Featherston





TARGA RALLY SPECIAL INSERT

STORIES FROM 2023 PARTICIPANTS



My Targa Experience

by Kevin Sullivan.

I approached my first Targa Time Trial in a state of blissful ignorance. I had heard the stories from club members who had been on previous events but had a limited understanding of what to expect.

I was to be the navigator for an experienced rally man so what could go wrong?

The first challenge came when we were signing on for the event at Manfield. How do you apply the decals to the car without putting unsightly creases in them? The experienced Targa entrants had a kit with plastic blades to smooth out the decals. Fortunately the livery looked fine from a distance.

Once underway on the first day a basic navigation error on the touring section to the first special stage sharpened up my concentration and brought an edge to Willie's driving.

This was not to be repeated.

The next two days consisted of periods of being flung around the cabin of Willie's MG, bracing myself so as not to interfere with his gear changes whilst trying to read the route instructions to warn Willie of approaching hazards and at the same time estimating our average speed.

I managed to achieve these tasks with varying success. These bursts of frantic activity were interspersed with periods of relative calm driving through sometimes spectacular scenery at a more leisurely pace.

At the start of each special stage there was always a delay that allowed us to stretch our legs and inspect the variety of vehicles entered.

I'd like to think that our performance improved over the two days and although we didn't challenge the winners we got closer to them in the later stages.

Whilst we all wanted to compete well, to me participation was sufficient reward.

As one of the open class competitors put it, where else do they close public roads so grown men can behave like hooligans for a few days.

It was a very enjoyable event, the Wairarapa VCC entrants were great company and Willie's MG performed faultlessly.

I'd do it again in a heartbeat but as I said to Willie we'd need a better passenger seat in the Magnette.

URG ULTIMATE RALLY GROUP

www.urg.co.nz



2023 Targa Time Trial (2-day)

by Gina Jones.

For us this event was one of those pinch yourself moments in life.

This was our third Targa in MGFOX (my 1971 MG Midget race-car) and we were not without impediments of our own - I am still off work with prolonged concussion and still unable to manage more than the two days Regional Event (which was days 4 and 5 of the full Targa NZ).

We left our entry late so that we could spend a weekend away to practise and test my head – however it was the MGF which broke down again with the same issue we had at MG Mid-Winter, meaning we drove home in third gear and have since had the clutch master cylinder replaced.

For those unfamiliar with the Targa Time Trial, it is not a speed event, but rather an exercise in precise driving and time-keeping to maintain a spirited set average speed across five to seven closed road stages per day, across either two or five days.

You are timed at the end of the event and at one hidden point during the event (they are looking at ways to increase the number of hidden points). Inspired by the original Targa Florio (first run in Italy in 1906), Mike John – the individual who founded Targa New Zealand, dreamt of organising a Targa event in New Zealand – and did so in 1995.

The Time Trial was added to the various classes in 2018 following a proposal from the Vintage Car Club (VCC). 2023 was the first undertaken without the VCC partnership. The category is open to all road legal cars that are NZ registered and at least 30 years old.

At scrutineering we were joined by our service crew, Graeme Collett (18-time Targa competitor, MG man and very much a part of our team). With MGFOX having had such a small fuel tank (27 litres - coupled with a highly worked engine and spirited driving) this was a necessity for us, as is our Targa NZ history of multiple breakdowns a few years earlier in the MGA, and last year in MGFOX.

At scrutineering and briefing, it was great to catch up with fellow VCC Wairarapa Club competitors, the father and son pairing of Simon and Alec O'Hara in Alec's 1979 Mini, Mike and Jane D'Alton in their 1934 Bentley Derby and fellow MG Car Club member Willie James in his 1955 MG Magnette, who had Kevin Sullivan as his co-driver. The third MG – a B - was in the five-day competition driven by Dallis Yates, with his sister Alise Inger as co-driver (that car won the last three events).

Scrutineering was at Manfeild and consisted of three components – livery, installation of the rally-safe timing device.

The rally safe enables the organisers to check you don't exceed 130km/hr or go lower than 30km/hr – they can also see where you are and make contact if you stop, which is a great safety feature.

Scrutineering also checks for elements such as helmets, first-aid kit, safety triangle and extinguisher – as well as the standard vehicle check.

The livery was the most challenging with the wind, even in the stables, making it difficult to adhere.

Day 1 dawned cold, grey, wet and windy – and didn't improve! The speeds for the day looked daunting – quite a lot higher than any of the earlier events we had attended. The five-day competitors had warned us that it was really all about the more powerful cars. The first stage for the day was Pohangina Valley East Road – we were a little rusty, but apart from that really struggled to get up to the average speed (markedly increased over previous years) – ending up in second place 5 seconds behind new entrant Dynes McConnell in his 1971 Porsche 911 which had been rebuilt as a 930 Turbo.

We won the second stage (Takapari) putting us one point behind the Porsche. The third stage (Mangamako Road) was a shocker for us – we only reached the average speed in the last minute of the stage – meaning we were well over time at the hidden check, and accrued a massive 30 points.

To put this into some context, when we won the event in 2021 we only accrued 34 points for the whole event. The much more powerful Porsche only accrued 8 points. Stage four was cancelled – we heard that it was due to the people manning the stage not turning up!

We went to lunch feeling that this was going to be our last Targa – the speeds for the old cars were to the point of being unsafe and the timing (the whole purpose of the time trial) was no longer a factor. We, and many other competitors, made this point to the organisers. I don't think any of the Wairarapa crew were particularly happy – coupled with the lunch stop being absolutely freezing and there being no hot drinks available with the lunch, and to top it off the rain really pelted down!

We fared a little better on the last stage of the day which was much longer (so we could get up to speed) and a bit better flowing. We won that stage accruing five points. We finished the day with 51 points in second place behind the Porsche who had 43 points.

We knew we had to have a near perfect day the next day. This felt as if it wasn't going to happen when MGFOX had a boil over in the traffic in Palmerston North on the way to the final check for the day (and car wash). There was a spectacular amount of steam about 50m from the final check. Fortunately, under Graeme's guidance, we don't seem to have done any damage.

Just prior to dinner that night we received notification that the times for the remaining stages were being dropped by one minute. We were relieved but it meant a bit of work for me in getting out timings noted down (we are old school and rely on the time-distance checks which I read out to Mal).

Day 2 dawned cool and gloriously fine, with no wind. It was also full of roads in our Wairarapa backyard. We won the first stage of the day (Pongaroa) with a perfect zero-point accrual (importantly the Porsche accrued four) – we needed only four points to draw level with them.

Unfortunately, Graeme misunderstood which service stop he was to be at for us and wasn't there for a refuel. We had calculated that we would be marginal without this – so we were feeling a little stressed. We had noted though that with the lower stage speed our fuel gauge wasn't going down as quickly as the previous day.

The leaving order for the next stage was changed with the Tour section leaving last (we typically leave last) as they had had an accident on the previous stage. On Stage 2, our favourite Route 52, we lost 3 points right at the end where there was a caution which we needed to slow down for right before the finish (the Porsche lost 2 points) – so we had 5 points to claw back.

Graeme had to wait for the road to reopen behind the Tour group – meaning we missed him again at the next service stop.

We had no choice but to go for it and see how we went – we thought we would get through the stage but might run out of gas on the way back to Masterton – we made it there with 3 litres left in the tank.

We won Stage 3 (Dryers Rock) losing one point – the Porsche lost 2 points (a point is a second).

At lunch we still had four points to retrieve, to level with the Porsche – a pretty hard ask given their performance to date and the higher speed for the last stage.

We zeroed Stage 4 – clawing back two seconds on the Porsche.

The last stage was on a road we had cycled on frequently and one we travel on when we want to take the long way home.

Luck was on our side, and we also zeroed Stage 5 – with the Porsche dropping 3 seconds. Meaning we had won the event by ONE second on the very last stage of the day!

Dallis and Alise, in the MGB, had mechanical issues and were unable to start the last day (they had spun off the road two days before which I think is a first for this category – but further reinforced that the speeds had been set too high).

All of the VCC Wairarapa cars finished (although Alec needed to do some major work over night to remain in the event).

Another fun filled and fabulous adventure in one of our MGs'.

Huge thanks to Targa NZ, Alise Inger (nee Yates) who did much of the organisation for this category, and a massive acknowledgement to the Yates family who continue to be the stewards of the event.

Full credit to the organisers for taking swift action to remedy the speeds – day two was far more enjoyable as a time trial!

Mal's first question after we realised, we looked like winning was – do you think you would be up to be able to do the 5-day event next year.

Watch this space!!



2023 Targa Time Trial (2-day)

by Alec O'Hara.

Our Targa adventure actually started on the coat tails of last years event. The poor mini was using copious amounts of oil, probably from pushing a little too hard on an engine that has done half a million k's. So the choice was made to either rebuild or find a new engine.

A freshly rebuilt, worked, 1000cc engine was sourced from a local mini enthusiast. The deal was done and I was now in for a quick engine swap or so I thought! The purchased engine was in a complete rolling front subframe. Ready to swap out apart from the fact my mini has a late type subframe and the new engine subframe was early. They don't just bolt over. This turned into a 4 month overhaul of the entire running gear of the car.

Once he mini was overhauled, it was just a matter of running it all in, tune the engine some more and just keep putting the k's on the clock. Simple. Everything was running smoothly, and performing perfectly.

Two weeks before Targa, I pull the mini out of the shed on a Friday night to shuffle vehicles around. Sitting there, at idle, and it drops onto 3 cylinders. No big deal! Probably just a fowled plug.

The engine runs very rich at idle.

That Sunday, I clean the plugs, and it was still on 3. New plugs.... still on 3!

I compression test, good on the first 3 and none on the first. Oh... Pull the rocker cover off to find a torn rocker. Not good! A call to the engine builder had me tearing the head off at 9pm that night so I could have it checked the next day. The head was checked, and seemed fine. Suspected faulty rocker. Engine was reassembled and ready for Targa.

Thursday scrutineering at Manfield raceway was going fine. A blustery breeze was making putting the decals on a challenge. Nothing like putting lipstick on a pig.

Day 1:

Meeting for the timed off in the Palmerston North square was fantastic, seeing all the big boys taking off and meeting up with the rest of the time trial crew, seeing new and old faces, was great. We set off on our time slot. A short touring section to reach our first special stage and before we know it we are inline waiting for the off. The first stage was lots of corners and hills. Hard to keep an average speed, especially the one selected for us. The next two stages weren't much better, we were going hell for leather in the poor mini to try to keep any sort of average speed.

A talk with other time trial competitors at the lunch stop confirmed we weren't the only ones pushing too hard to try keep speed and time ... and failing.

After lunch, it was a short touring section down the main highway to the next stage and that's when it happened. Another broken rocker, same valve in fact. Not much we could do on the side of the road.

We kindly got a tow into Hunterville by Gina and Malcom's service crew and we waited for three hours for Jodie to come get us with the ute and trailer.

I made the choice to take the car home to Eketahuna so I could at least have a chance to fix it so we could continue on.

A complete fresh set of rockers was installed and we were back in it.

Day two:
The second day was filled with some awesome local roads and beautiful scenery. While we didn't have a chance of winning, it was good to complete alongside 3 other local Wairarapa teams on home soil.

The Targa Time Trial is a blast and although no run through the VCC, it is open to all vehicles 30+ years and older.

I encourage others to get onboard and become part of the Targa Time Trial family.

Bring on 2024!

Congratulations to Gina and Malcolm on their win. It was well deserved.







More Than Just A Museum

By Lucy Cooper, Wairarapa Times-Age.

Walking into the building that houses Pointon Car Museum's main collection of vintage cars, motorbikes and authentic costumes is a breathtaking experience.

Colourful bunting and vintage signage and banners festoon the ceiling.

The walls are crammed with oil cans, petrol cans, pressure dials, tools, registration plates and antique advertisements.

But it's what's on the floor of the World War 1-era barn that holds the eye.

Take Dr John Hardy's 1924 Studebaker, for example.

Huge, glamorous and sumptuously upholstered and appointed, Dr Hardy was clearly doing quite well for himself when he purchased this particular wagon – brand new – from Baird Ltd.

Surprisingly, nearly 100 years later, it still only has 55,000 miles on the clock.

If the enormity of Studebaker doesn't take your fancy, how about the slightly more sporty-looking 1918 Model A Essex, which was only in production for four years?

"This car was found on the river bed in Wairoa in 1971," museum owner Francis Pointon said.

While Francis didn't have a hand in reviving this particular motor, that's not the case with the rest of the collection, which consists of over 30 vintage cars and 20 motorbikes he has expertly and lovingly restored.

These include a rare Morgan three-wheeler, which is a work in progress in the workshop near the museum entrance [and quite the talking point for visitors], a 1925 Chrysler, a 1934 Ford, a 1938 Chevrolet and so much more.

This month, the museum – which has the very apt tagline, “more than just a car museum” – and its considerable collection of cars, motorbikes, carefully curated costumes and motoring paraphernalia celebrates its 30th birthday.

It’s a bittersweet anniversary for Francis.

Earlier this year, Gaye, Francis’ wife with whom he had built up the museum over three decades, passed away.

Her “totally unexpected and very sudden” death came after a short illness.

“Really, I should have retired when I was 65. But, jokingly, we said, well, we’ll retire when I’m 75 and then we’ll do lots more rallies and things together,” Francis said.

“But, she didn’t quite make it.”

As reported in the Wairarapa Times-Age 30 years ago, when the Pointons first opened the museum’s doors to the public, Gaye’s special interest and expertise was in saving, mending and curating authentic vintage clothing.

“People don’t want to throw these clothes away,” Gaye was reported as saying. “I feel about clothes the same as Francis does about cars – if somebody doesn’t save them, they’ll be lost forever.”

Gaye would regularly change the clothing on the vintage mannequins in the main exhibition space, creating exhibits based on a particular era, complete with the correct accessories and shoes.

“This has become the biggest problem for me because I haven’t got the artistic talent to do the changing,” Francis said.

But help might be on hand soon.

“We are talking to the Coach House Museum in Feilding, who might take over the ladies’ part of the collection.”

Francis’ lifelong interest in machines, engines and cars started when he was a boy but flourished when he took a farming job in Uriti.

“One of the farmers out there had a huge collection of old wrecks. Unbelievable number of wrecks. I think that started me off,” he said.

“There was just so much stuff out there and they had an incredible workshop.”

‘Incredible’ could be used to describe Francis’ workshop today.

Such is the extent of his collection of spare parts for vintage cars, Francis often supplies a vintage car wholesaler.

“He often approaches me if he needs something. But I don’t have to buy a lot of parts myself, I’ve got so much stuff here now.”

Francis keeps the workshop and the exhibition spaces – which occupy a number of sheds across the Pointon property – immaculate.

It’s no small task. Just dusting the cars and motorbikes takes Francis a couple of hours each week.

As well as maintaining the collection, Francis, who is one of the only local mechanics skilled in vintage machines, is often called upon by garages to help out when older models come in for repair.

But, knowing he “should have retired 10 years ago”, he’s started to put in some boundaries.

“Now if they ring me up and they want something done I say, ‘if the car is not as old as I am, I really don’t want to do it’.”

With Gaye no longer by his side, some days are hard.

“I didn’t realise that she worked so hard till she’s not here,” Francis said. “She did so much, just incredible.”



As well as looking after the museum’s gardens, caring for the clothing collection and making handcrafts for local fairs, Gaye “would cater to most of the visitors to the museum. She would show them through and show them around”.

“If real motoring enthusiasts came, she’d come and get me and I’d go and help. But she did all that. So I used to keep working in the garage and restoring cars and that’s what we’ve always done.”

Despite his sadness, Francis is “determined to keep it going as long as I can, as long as I can look after it. I don’t want it to become dusty.”

Pointon Museum is on McKinstry Ave east of Masterton and open 10am-4pm most days.

Calendar of events

NOVEMBER	
26	Vintage Car Day Tui Brewery

FUTURE EVENTS	
7pm	Club Nights First Monday of the month
9 Mar	Stretched Gymkhana Masterton A & P Grounds, Solway

DECEMBER	
1	Masterton Christmas Parade 12:30pm
3	Groves Memorial Rally Make your own way to Mauriceville Domain. We will then drive to The Gladstone Inn for a late lunchtime get together.
9	Featherston Christmas Parade 12pm
9	Martinborough Christmas Parade 5pm
9	Sunbeam Club Run To Lake Ferry
10	Carterton Christmas Parade 12pm
17	Christmas Party

Vintage and classic cars unite at Tui Brewery for the 2023 Show & Shine finale

Lovers of pre 1990's classics, vintage cars, and bikes are invited to gather for the final Mangatainoka Motors Show & Shine event for 2023. It is Vintage & Classic Car Day at Tui Brewery on Sunday 26 November.

Jesse Robinson, event organiser said "This will be a spectacular end to the series, which kicked off in April with our American Car Day. We have seen so many fabulous cars and their proud owners through Tui Brewery gate this year. It's been great seeing both familiar faces and the arrival of some new participants, adding extra energy to the event."

Mike D'Alton, Secretary of the Wairarapa Vintage Car Club, said about the event, "We are always so excited about the Vintage & Classic Car Day at Tui Brewery. It will be the perfect chance to catch up with like-minded car enthusiasts and friends at Tui Brewery. We want this to be our region's biggest car event of the year. We can't wait".

Vintage and classic car owners can register their wheels for just \$10. There are some fabulous prizes to be won including a \$500 Tui voucher for the Star of the Show, and a Road Trippers Pack thanks to Bowen's Own Premium Car Care.

Tui Brewery will put all proceeds from registrations towards the show's regular beneficiary, the Mangatainoka Reserve Restoration Project.

Spectators are encouraged to come and check out the range of vehicles on display, with free entry, live music, refreshing beverages alongside some great food. There will also be a brewery tour for those wanting to get behind the scenes

The Show and Shine series will return in 2024, kicking off on 24 March with the Truck Show & Shine, and finishing with Vintage & Classic Car Day in November. Each show will take place on the last Sunday of the month.

For more details, and to register your vehicle, head to www.tuihq.co.nz

PSSST!

Hey you, VCC Member,
Guess what?

It's Christmas Party time

Come and join in on a noggin and natter Christmas Lunch at the clubrooms.

When: Sunday 17th of December, from 11 a.m.

Bring your vintage car too.

Just \$15 per head and BYO drink.

Lunch will be subsidised, BBQ meats, ham, salads, hot potatoes and buns. With ice cream, fruit salad and pavlova to finish.

Tea & coffee available.

We need numbers before Saturday 10th .

Phone, text or e-mail Mike D'Alton your secretary,
0211372395 e-mail: secretarywvcc@yahoo.com

Prepayment preferred, account 03-0687-0323649-01

Your NAME and XMAS in the reference.

Cash on the day will be accepted.



6th annual “Stretched Gymkhana”

Saturday 9th March 2024

Building on the success of 2023's event, on Saturday March 9th 2024 the Wairarapa Branch is holding their Stretched Gymkhana. We invite members from all the lower North Island VCC branches to enter this event.

- Do you like the excitement of gymkhana style driving, on grass?
- Would you enjoy the challenge of trying to navigate at a constant speed, through a winding course, against the clock?
- Can you meet the challenge of driving a course consistently, so as to maintain, as far as possible, the same time each lap?

If you answer YES to all of these, then the Stretched Gymkhana is an event for you.

Event outline:

- Driver's briefing will be at 8:45am, with the event expected to finish mid/late afternoon (BYO lunch or BBQ sausages and bread will be available).
- The course will be around a ½ mile in length
 - o The course will be on grass, a bit like a classic gymkhana's cones course, there will be lots of sharp turns, to ensure that excessive speeds (i.e. greater than the speed limit) cannot be obtained.
- All drivers will have 3 (or more) timed runs over the course, after which the average time for each driver will be calculated (this becomes their individual target time).
- From then on drivers have to try and match their target time, with 1/2 the field dropping out each time, until a winner is found
 - o For example, if there were 16 drivers, once each driver's target time has been determined (from the practice runs), all 16 drivers have another run. Then the 8 drivers whose time was closest to their target time would move into the next round. And so on until the winner is found.
- This event is not a “Speed Event”. It falls under section 20 of the Branch Manual, as a driving test. For more information please contact the organiser, Simon O'Hara ((06) 3708844 or simonsandieohara@gmail.com).
- The event is limited to 32 combinations (driver + vehicle), so please register early to ensure you don't miss out
- All vehicles must be VCC eligible, i.e. 30 years or older. AND ROADWORTHY or Wof
- The event is reliant on ground conditions being suitable. The organiser may cancel the event at late notice if necessary, as dictated by the weather.
- All vehicles are required to carry a fire extinguisher, due to time of year and dry grass conditions.
- All drivers will be required to sign an indemnity waiver statement on the day. A copy can be e-mailed if required prior to the day of the gymkhana, upon request.
- If your vehicle is fitted with seat belt/s, they must be worn.

6th annual "Stretched Gymkhana" ENTRY FORM

9th March 2024

Location: Masterton A & P Showgrounds, off York Street, Solway, Masterton.

Driver Briefing: 8:45 am

First timed lap: 9:00am

Limited to 32 entries. (Minimum entries to be viable is 14)

Post entries to: Simon O'Hara - Rally Organiser

36 Ranfurly Street,

Solway, Masterton

Email entries to: simonsandieohara@gmail.com

Organiser: Simon O'Hara (06) 3708844, or mobile: 0211412332

.....
Stretched Gymkhana Entry Form

9th March 2024

Names of Driver 1:

.....

Names of Driver 2:

.....

VCC Branch:

.....

Contact details (Phone number and/or email):

.....

Make, model and year of vehicle:

.....

Entry Fee: \$20 (per combination (driver + vehicle)) \$

Late entry fee: additional \$5 (for entries after 27th February) \$

TOTAL \$

Payable to Wairarapa VCC

pay by internet banking to A/C 03-0687-0323649-01

Please put your name and "STGYM" in the reference.

Or advise if wishing to pay cash on the day.

.....

Camping Options

The A & P Showgrounds , have camping / camper van sites available on the Friday and Saturday nights. Please let the organiser know early if you would like to book a site. Or book direct with Masterton A & P.



National calendar of events

Wheels with Attitude

28th of January 2024 at the A & P Showgrounds

310 High Street, Dannevirke.

Exhibitors - \$5 per vehicle

Swap meet site - \$10 per site

Trade site- \$20 per site

Spectators: Adults \$ 2 per person, Children \$1 per person, (Under 5 free)

Cash only no EFTPOS

And more on the following pages.



North Island Club Captain's Tour 2024 2 - 11 March

Welcome to my first tour as Club Captain! I trust you will enjoy your time in the Lower North Island where we will visit and enjoy the hospitality of five VCC Branches - Whanganui, Hawkes Bay, Central Hawkes Bay, Wairarapa and Manawatu.

ACCOMMODATION

Attached is a list of motels at the various destinations. Please **phone** your booking without delay as accommodation is at a premium. Please mention you are with the VCC Tour. (There is nothing available in Feilding so you will have to book in Palmerston North).

MEALS

Breakfasts and Lunches are your own care. Lunch stops will be at a venue where you can either buy lunch or bring a picnic lunch. Evening meals will be catered for, except on Saturday 9th March in Palmerston North which will be free for you to make your own arrangements.

Once the costs are confirmed, you will receive email notification to pre-pay prior to the Tour (mid-February).

Entry fee is \$50 / per vehicle - PAYABLE NOW

ENTRY FORM - PLEASE RETURN THIS PORTION BY 30 JANUARY 2024			
DRIVER - NAME			
NAVIGATOR - NAME			
ADDITIONAL CREW			
ADDRESS			
PHONE (LANDLINE)		(MOBILE)	
EMAIL ADDRESS			
VEHICLE YEAR/MODEL		REG. NO	
VCC BRANCH		MEMBERSHIP NO	

If you have not received an email confirmation of your entry by 2nd February 2024 then please contact Glyn on 021 08334081 or email to nicc@vcc.org.nz



CONTACT INFORMATION



Tour Director : GLYN CLEMENTS (NICC)

Email: nicc@vcc.org.nz

Phone: 021 0833 4081

Tour Secretary : CATHY CLEMENTS

Branch Secretary, Manawatu VCC

Email: cathyclements5@gmail.com

Phone: 027 286 2927



Mailing Address

NICC Club Captain Tour

PO Box 232, FEILDING 4740

Payments

	Entry Fee is \$50 / Per Vehicle All payments are to be made via direct credit to: MANAWATU VCC
BANK	Westpac 03-0718-0027253-01
CODE	NICC TOUR
REFERENCE	YOUR SURNAME / CAR REGO
<u>ENTRIES CLOSE 30TH JANUARY 2024</u>	

TOUR REGULATIONS

- Eligible entrants must be current financial members of The Vintage Car Club of New Zealand.
- All vehicles must display a current Vehicle Identity Certificate or Statement of Authenticity.
- NZ Road Rules apply at all times. When driving, allow sufficient space for other vehicles to overtake and pull over whenever necessary.
- It is the Driver's responsibility to ensure their vehicle is registered and has a current Warrant of Fitness.
- You may request additional Entry Forms by emailing the Tour Director at nicc@vcc.org.nz
- No refunds will be available after the closing entry date.

North Island Club Captain's Tour 2024

ACCOMMODATION - MARCH 2024

**PLEASE BOOK BY PHONE - WHEN BOOKING PLEASE SAY YOU
ARE PART OF THE VCC TOUR**

WHANGANUI : Saturday 2nd / Sunday 3rd March (2 Nights)

AOTEA MOTOR LODGE	(06) 345 0303
BURWOOD MOTEL	0800 20 20 63
SIENA MOTOR LODGE	0800 88 88 02
KINGS COURT MOTEL	0800 221 222
RIVERSIDE MOTEL	0800 853 333

NAPIER : Monday 4th / Tuesday 5th March (2 Nights)

PALM CITY MOTEL	(06) 835 0005
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DANNEVIRKE : Wednesday 6th March (1 Night)

DESTINATIONS MOTOR LODGE	0800 172 777
VIKING MOTEL	(06) 374 6669
GATEWAY MOTOR LODGE	0800 374 8076
DANNEVIRKE HOLIDAY PARK	(06) 374 7625
MANGATERA HOTEL	(06) 374 8086

MASTERTON : Thursday 7th / Friday 8th March (2 Nights)

DISCOVERY MOTEL	(06) 378 7745
B.K. CHARDONNAY MOTEL	(06) 377 2585
SOUTH PARK MOTEL	0800 900 009
**MASTERTON MOTOR LODGE	(06) 378 2585

****NB. Will only accept bookings from 1 January 2024)**

PALMERSTON NORTH : Saturday 9th / Sunday 10th March (2 Nights)

There are many motels along Fitzherbert Avenue which are within walking distance of the City Centre for your free night on the Saturday. Please make your own arrangements.

HIGHLAND FLING FEILDING

26TH – 28TH April 2024

Veteran / Vintage Vehicles Only

Organiser – Derek Haycock, Manawatu Branch – 0274 419153

Email, Entries and Enquiries – highlandflingfeilding@gmail.com

Entries limited to 100 Vehicles and Close 1st March 2024 or when the entry limit has been met.

Welcome,

Friday 26th April – Registration and Merchandise collection from 4pm, Stockyard Bar & Restaurant, 50 Manchester Street, Feilding we will be in the back room. Please feel free to join us for happy hour and dinner.

Saturday 27th April – Compulsory Drivers Briefing, 8.00am at the Coach House Museum carpark, 127 South Street Feilding. Please provide own lunch at the Apiti Hall

Saturday Evening, we have the back room booked at the Stockyard Bar & Restaurant for anyone who would like to join for drinks and meal.

Sunday 28th April – Compulsory Drivers Briefing, 8.00am at the Coach House Museum carpark, 127 South Street Feilding. Please provide own lunch, tea and coffee supplied at Manawatu VCC Branch Club Rooms.

Sunday Dinner and Prize Giving, from 4.30pm at the Feilding Civic Centre, 84 Aorangi Street, Feilding. Please bring your own drinks and drinking glasses. Tea and Coffee provided.

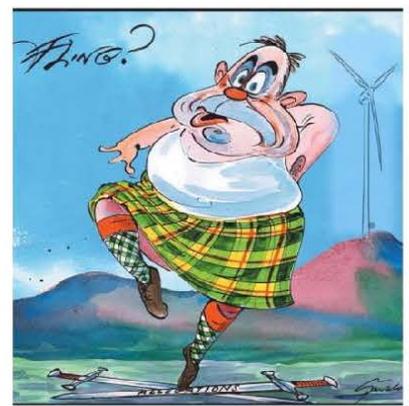
Essential Requirements –

- Tow Rope
- Enough fuel for 160 miles due to no fuel on route
- Chains
- Sense of Humor

Please advise if you require parking for tow vehicles or trailers.

Thanks to our sponsors!

- Classics Museum, 11 Railside Place, Hamilton - Classic Auto Repaints, 44 King Street, Opunake



ENTRY FORM – HIGHLAND FLING 2024

Driver's Name			
Navigator's Name			
Number of additional crew			
Street Address			
Suburb			
City		Postcode	
Phone (Landline)		Phone (Mobile)	
Email Address			
Vehicle – Veteran / Vintage only		Vehicle Registration Number	
VCC Branch		Membership Number	

Merchandise Order Form

MEN'S POLO SHIRT - \$35.00						Colour: Royal Blue					
Size	S	M	L	XL	2XL	3XL	4XL	5XL			
Qty											
LADIES POLO SHIRT - \$35.00						Colour: Royal Blue					
Size	6	8	10	12	14	16	18	20	22	24	
Qty											
Description								Quantity		Total \$	
Entry Fee per vehicle								1		\$60.00	
Sunday Evening prize giving meal @\$55.00 BYO Drinks/Glasses											
Gluten Free / Dairy Free / Vegetarian / other dietary requirements											
Merchandise: Men's Polo Shirt @ \$35.00 per item											
Merchandise: Ladies Polo Shirt @ \$35.00 per item											
Merchandise: Cap @ \$20 per item											
Pre-Rally Delivery of Merchandise – Freight Charge \$15.00											
								TOTAL			
Bank Account: 03 0718 0027253 002											
Please state for Reference – Surname and Car Registration Number											
Payment Method		Direct Credit						Paid Received Date			

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

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Pat Dutton

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betyjo29@gmail.com

Frank Lipinski

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Tina Goodin

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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

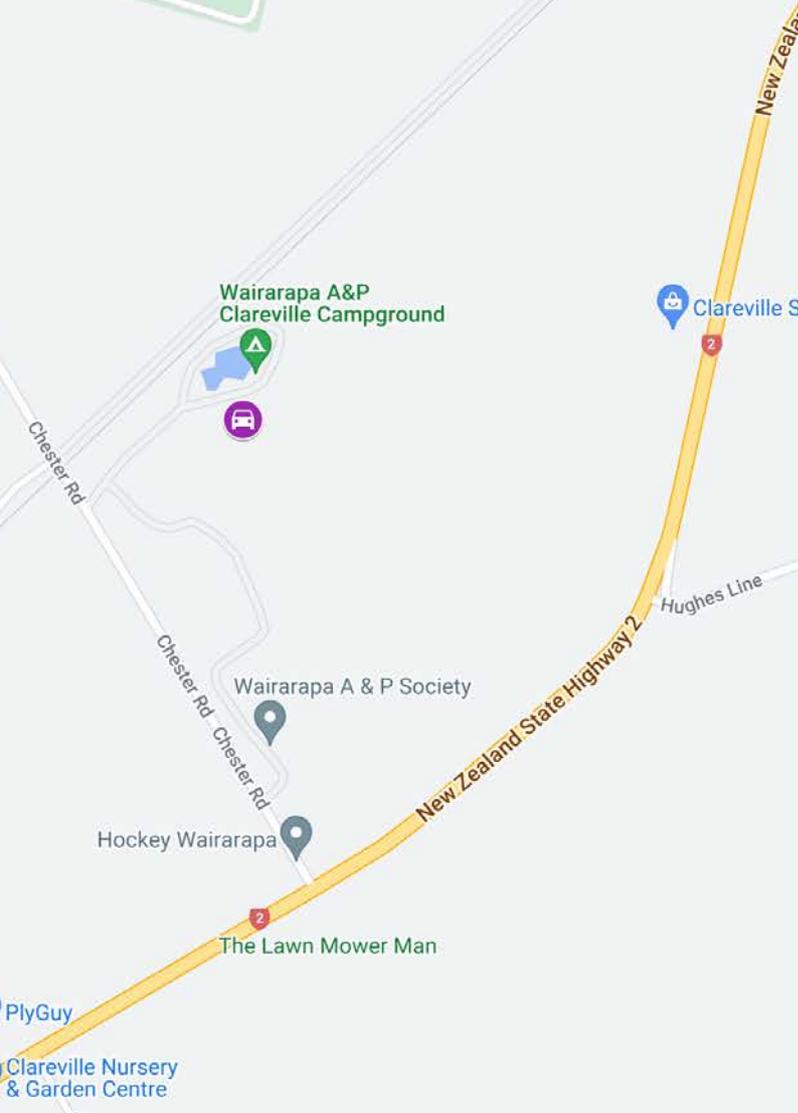
Jeff Percy (06) 377 4622 j.percy@xtra.co.nz

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 Tyrelines 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)

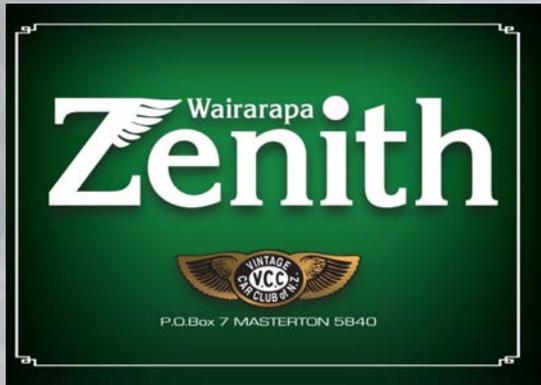
Phone: 021 0853 0341

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



Wairarapa
Zenith
VINTAGE
VCC
CLUB OF NZ
P.O.Box 7 MASTERTON 5840



**CLICK HERE FOR THE WEBSITE
WAIRARAPAVCC**