

Wairarapa **Zenith**

SEPTEMBER 2025



WHAT A DAY !

Daffodil Day Motor Show (& Chairs report) 24th August

Welcome to this month's report.

We started the months activities with our annual quiz night between the Wairarapa Machinery Club and ourselves. It is very pleasing to see so many attend and enjoy the banter and laughter. Some of us do feel a little outside our comfort zone with quizzing, but it is about the social outing and having some fun. Thank you for coming along and making it a success. Congratulations to the winners and we look forward to next years challenge.

The next event was the Daffodil Day Motor Show, to raise funds for the local Cancer Society.

“ What a magic day we had at the Masterton MotorPlex “

218 Cars on display along with 18 Motor Bikes and 10 Tractors. The total amount raised for the Cancer Society was \$7,000.00 \$5,000 came from the public and vendors, the reminder from registrations less some overhead expenses.

It truly was the spectacle we were aiming for to draw the public along to. Congratulations to all of those involved. A fantastic effort with a very rewarding result. The organising committee will have a debrief and see if we can lock in the venue for next year. Again, thank you to all of you for supporting the day.

(Continued Pg7)



Daffodil Day Motor Show



Daffodil Day Motor Show



Group winners

Best British - Georgie Wilton - 1959 Ford Zephyr MK II
 Best Ford - Shaun Ducan - 1973 Ford Escort
 Best GM - Peter Hoare - 1980 Holden Panel Van
 Best Mopar - Kevi Topham - 1970 Plymouth GTX
 Best Japanese - Blair Chesmar - 1975 Mazda RX 3
 Best Other - Alan & April Grant - 1957 Porche
 Best Bike - Brian Wyeth - 1975 Norton Commando
 Best Tractor - Michael Tatham - Ford 2000
 Best Veteran - Ryan Dewes - 1913 Sunbeam 16/20
 Best Vintage - Francis Pointon - 1928 Packard 526 Roadster
 Best Post Vintage - Neville Milby - 1939 MG TB
 Best Post War - Ken McKay - 1955 Hillman Californian
 Best Post 1960 - Lindsay Durrant - 1970 Peugeot 404
 Best Post 1980 - Michael Wald - 1987 Holden Berlina

Peter Wald Presidents choice -
 Melanie Thompson - 2012 Dodge Challenger
 Dale Scott - 1955 Chevy Truck

Graham Hodder Presidents choice -
 Selena McKay - 1970 Chrysler Valiant SW
 Tim Leggot - 1936 Austin 7 Truck



Daffodil Day Motor Show



Photos





Daffodil Day Motor Show



Huge thanks to our Sponsors

FaganMotors



Wairarapa



Homegrown
BUTCHER, DELI & PANTRY



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Separate attachment - Events

Editors Notes Dennis Burns

Its been a busy month, especially for the team organising the Daffodil Motor Show, A really fantastic event.

I know lots of people who passed on their thoughts (all positive). I had a great day, taking my turn telling people where to go (directing traffic with a cherry wave).

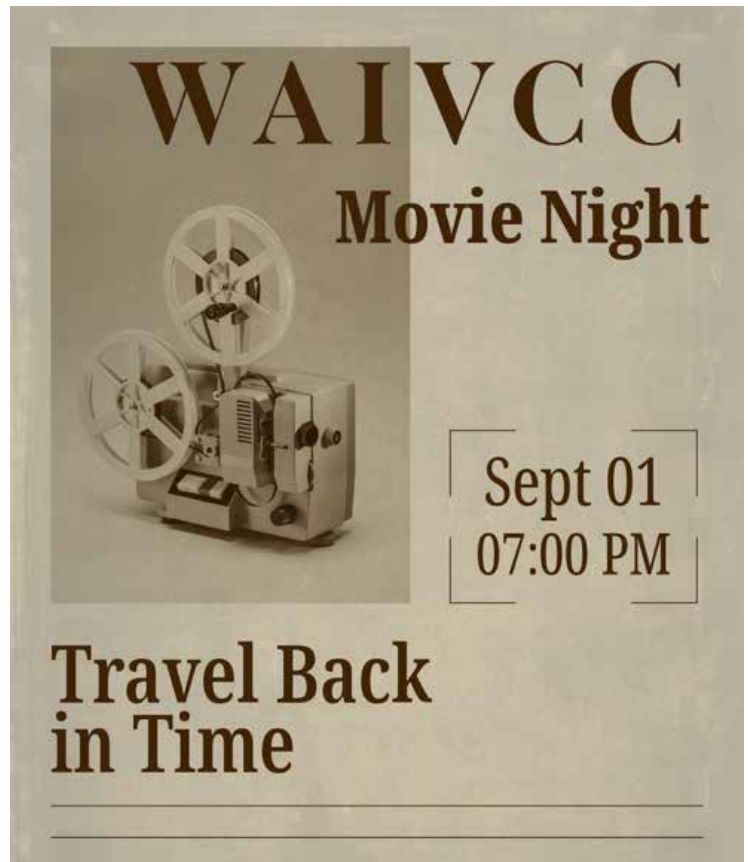
I wanted to sit down for a few moments to have a cup of tea with a Gingernut - dunked for just the right amount of time. I then headed off down the Motoplex to see the presentations, in all 14 Categories plus the Presidents awards, This highlighted the variety and age of amazing vehicles.

Dennis Burns
Editor.

Graham also asked me to give a plug for the upcoming **Gold Medal Motorcycle Trial** to be held on the **22nd of November** always one to please here it is



Club Night 1st September



Club Night 6th October

The Car is the Star

Triumphs



Events 2025

September

Saturday 6th	The 3rd CHB VCC Vintage only Rally
Sunday 14th	Spring Rally
Sunday 28th	The Distinguished Gentlemans Drive

October

Sunday 4th	Rex Porter Rally
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November

Sunday 2nd	New Members rally
Saturday 22nd	Gold Medal Motorcycle Trial
Sunday 23rd	Veterans Run
Sunday 30th	Mangatainoka Vintage Car Day

December

Saturday 13th	Club Christmas Function and rally
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Event Notices and Registration sheets

See separate attachment for other Local and Nationwide event notices and registration details

Save the Date

15th - 21st March 2026

VERO International Festival of Historic Motoring

Being held in the Nelson Tasman region by the VCC, details can be found on the Festival website

<https://www.historicmotoring.org.nz/>

Monthly

1st Monday of the Month - 7:00pm

Club Night

2nd Tuesday of the Month

Committee Meeting

3rd Saturday of the Month & 1st Tuesday AM

Parts Department open

First Tuesday morning of the Month.
and

The 3rd Saturday of the month,

from 9:30am - 12noon



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



We now move onto September's activities.
Monday September 1st Club Night is movie night.
Please come along and enjoy a movie which be a little like travelling down memory lane.

The next event is the Spring Rally on the 14th of September. This will be run through countryside allowing you to see the lambs hopping and skipping in amongst the daffodils. Meet at the Farriers Carpark at 9.30 am for briefing.

The Annual Rex Porter Rally on the 4th of October is now our main focus. Manawatu Vintage Car Club members are keen to take part. Simon O'Hara has been very busy behind the scenes with the rally route and organisation. There are goodies to be won for each section. We would be very grateful if you could help with canvassing sponsors to help fill the goodie bags.

You have already received an entry form via email. Make sure to keep this date free and come along and make it a very enjoyable and successful day with the folks from Manawatu.

We will have a link on the website for you to register online.

The club needs to renew its constitution in line with the Nation Bodies one.

We will be calling a Special Meeting to present it and vote on it. I will send out an email twenty-eight days prior to the meeting date, notifying you of the date. Please keep this meeting in the back of your mind to attend.

Below are notes taken from the Annual General and Executive Meeting held in Invercargill.

Executive Meeting Notes

The meeting opened at 7.35 pm with apologies and the roll call.

The order of the agenda was changed to deal with correspondence received concerning inaccuracies in the March Executive meeting minutes.

Correspondence had been received which has also been circulated to all the branch's from the Gisborne and Wellsford / Warkworth branch's, concerning inaccuracies.

The President removed himself from the chair asked Andy Fox to chair the discussion. Tony Barlett from Gisborne was asked to explain a brief background on what the concerns were and why. Keys concerns were the transcript of the meeting minutes and remarks concerning Tony being a disturbance and wasting time during the meeting. Also, the reference to Tony's legal opinion. George Kear was then asked to respond to the remarks. George gave his background of what had taken place prior to and during the Executive meeting and also discussions he had with Tony after the Executive meeting in March. After a lengthy discussion, each branch was asked to stand and provide their response to the discussion. After each branch had spoken, Ashburton proposed a motion to accept the amended minutes. The vote was 33 for and 8 against. The minutes were then approved.

The membership report was accepted along with the other reports.

The 31/06/2026 budget was approved.

2026 AGM will be hosted by Manawatu on the 14/15/16 of August 2026

Horowhenua have withdrawn the bid for the 2027 North Island Easter Rally.

Otago to host the 2027 South Island Easter Rally.

2026 March Executive Meeting date is yet to be confirmed. There was discussion about having it in late January 2026 due to the Vero Rally in March.

VTC discussion paper as circulated and discussed by the Executive. Feedback was very valuable and will be taken on board by the Technical Committee. The majority felt the Burtz Model A engine produced far more horse power than the original and should be classed separately. It would be difficult for laymen to identify this engine if not made aware of it in the vehicle.

A.G.M. Notes

The minutes were approved with no matters arising from them.

The President spoke to his report and it was accepted. The Financial Statement was circulated, Murray Trounson explained it in detail and it was accepted. Reports were accepted along with the listed calendar of events.

The John L Goddard Trophy was awarded to Elizabeth Smits and her late husband. With her late husband Fred, they embarked on a world trip taking them tens of thousands of kilometres around the world - through the Americas, Europe, Russia by way of India, Malaysia and Australia - before they returned back home to New Zealand.

An update from the Vero Rally team was next. Entry's closed on the 31st of August and they are expecting a last-minute rush. There are 346 cars and 714 people registered to date.

Garry Jackson from FOMC gave a presentation about the background and how the survey support had helped get the 12-month WOF over the line. It would be a lot more difficult to get Veteran cars the same exemption, but were working hard on it. Tyres were the main concern and how to mitigate the vehicle's risk on the road. He also spoke about our vehicles getting a heritage status. He has had discussions with the Heritage Minister and invited him to attend the Ayrburn Classic Festival on the 20th to the 22nd of February 2026 at Ayrburn, Arrowtown.

With no new additions to the election of Officers, all were re-elected.

The new constitution will replace the old one on the 8/08/2026 with a majority pass 2,132 ballot papers returned with 86% voting for the new format.

A draft of the bylaws was handed out for branch's to discuss and or add to.

These drafts need to be returned back with HQ by late October.

The new regional club representative job description was also handed out. It lists role and responsibilities. Branch's are also asked to review and give feedback.

The club manual is not available on the website to the general public.

If you want to download a copy you can request a link from Linda at HQ.

Don and Marlene Muller were presented with the President's award for all the hard work they contribute to the National VCC Archives. They have been very busy with the shift into the new premises and relaying the new archive.

Cheers
Graham Hodder

The VCC NZ Draft sections of the By-laws is attached as separate document.

SUBJECTS OF INTEREST

JUST JAGS at BEAULIEU. **By your South of England Correspondent.**

I did promise you a report from the Supercars Weekend at the National Motor Museum. Unfortunately an upset stomach meant that I was confined to quarters, but last weekend was the 'Just Jags' event, which for me more than made up for the disappointment. Those of you fortunate enough to have visited the National Motor Museum will know that here is not only one of the best collections of vehicles and motoring memorabilia in the world, but also the remains of Beaulieu Abbey, founded in 1204, and of 14th century Beaulieu Palace House and Gardens, home of Lord Montague and seen below. You will also find the 'Secret Army' exhibition, in memory of its role as HQ and training centre for the SOE, Special Operations Executive, in the Second World War. Add in a drive in a 1920's London Omnibus and a Hawk Flying exhibition, and there's something for everyone to enjoy.!

Today, however, is 'Just Jags' Sunday, sponsored by the JEC (Jaguar Enthusiasts' Club). Turn the page if you don't like Jaguars, as the rest of the article is all about the marque. Despite the fact that they are Indian owned and no longer make an internal combustion engined vehicle, Jaguar is probably still the most popular make among UK enthusiasts. From the XK's, through E type and XJS, XJR, XK8 and F types, this sports car manufacturer has held a special place in people's hearts.

2025 marks the 50th anniversary of the launch of the XJS, and this was the featured marque. Nevertheless there was a good representation of all models, from an original SS Sports of 1935 through to the present day.

The museum dates from 1952, and the present layout from 1975, when a monorail was also added, running around the grounds and affording a view of some of the 750 Jaguars which were driven in for the event. I have featured some of the post war models here, and I hope you enjoy the photos.

Below. A view of some of the cars taken from the monorail.





Left. Three enthusiasts and Jaguar owners from the Isle of Wight, David, Dan and Des, pose in front of a 1946 Mark IV. The name SS was understandably changed to Jaguar in 1945. The Mark IV was a continuation of the SS 2 1/2 litre luxury saloon of 1935 which was powered by a Standard Motors straight 6.

In 1948 Jaguar introduced their own 3.4 litre DOHC 6 cylinder engine. This was a very modern and successful design with an aluminium alloy head, and was in production until 1992.

The first recipient of the XK engine was the XK120, unveiled in 1948. On the right is a 1953 beauty of this superb design in pastel blue.

Bought by the present owner in 1962, the car was put into storage in 1964. It was not until 2006 that restoration finally got under way, and it was completed in July of this year.



GRACE, SPACE and PACE.

In 1950 Jaguar introduced their first new luxury saloon, the Mark VII, using the XK 3.4 engine, along with the catchy slogan 'Grace, Space and Pace'. This was bored out to 3.8 litres and fitted to the Mark IX saloon, along with disc brakes and power steering, to produce a thoroughly modern car of the day.

Jim and Margaret have owned their Mark IX for 35 years, and have been enjoying it for over 20 following a 10 year renovation. The fitted luggage is a one of a set of only three known to exist. They have toured the car regularly on the continent, but Margaret has to stow her wardrobe on the back seat as that wonderful luggage is full of spares.



Left. Jim and Margaret enjoying a picnic in the sunshine.



Right. The set of fitted luggage

No article on Jaguars would be complete without an E Type, and here is a very special E Type indeed. It's the 'Quaker State' Group 44 V12 model raced by Bob Tullius in the USA.. With power output increased from 275BHP to 460BHP Bob won the 1975 SCCA trophy in the USA. This car forms part of the Jaguar Heritage trust and can be viewed at their museum at Gaydon in Warwickshire, along with the Group 44 XJR-5 which Tullius raced in the Le Mans 24hour race



XJS, A LONG LEGGED, LONG LIVED GRAND TOURER

The XJ-S power train evolved steadily during its 20 year production, but the basic body shape was always instantly recognisable by the flying buttresses at the rear of the car. Introduced in 1975 with the V12 engine, the engine was modified in 1981 to create the 'High Efficiency' model. In 1983 the new 3.6L AJ6 engine was an option, later both engines were bored out to 4.0L and 6.0L. There were several interesting cars on display, here are just a couple of them.

Tony Amos, pictured below, bought his black V12 new in 1986. Since then the car has covered just 16,000 miles and apparently spends its ample down time being fettled and admired. Only two items have needed to be replaced, a section of exhaust and a battery. Even the tyres are original!

Tony talked of selling the car next year. I think I'd replace those tyres before winding up to the 145MPH she's capable of, Tony.



Darren Green and Karen Turvey have spent a great deal of time and effort restoring their 1994 6.0L to better than new condition,, even introducing a set of mirrors to show the pristine underside of the car. (Not recommended for New Zealand Roads).



THE PEOPLE'S CHOICE.

Finally, the main event of the day, the people's choice award. Voting was brisk for the award, and two of my chosen cars made the final.

First up was the 1953 XK120. A beautiful specimen with all the right bits in the right places, but for me it looked just too good. I do like to see a bit of patina on the paintwork. A worthy runner up. Might win next year with a ding or two added!

Second runner up was Julian Hill's beautiful 1964 3.8L Mark 2. With a 5 speed gearbox, power steering and a dynator, it was not only a beautiful car but a very practical one too. I had to feel sorry for Julian, a runner up last year too.

Which brings us to the People's choice for 2025. Perhaps you were wondering why there was no complete photo earlier in the article, but here it is. Jim and Margaret's 1959 Mark IX. They have owned this car for 34 years, and completed the restoration 22 years ago, since when the car has been used regularly both at home and for continental touring. It has a beautiful patina, and of course that very special set of luggage.

I do hope that you have enjoyed your trip around Just Jags at Beaulieu. There were many more wonderful cars, just too much for me to record in these pages.



Motoring in Norway

Sabrina and I spent 3 weeks in Norway in July. It was a warm respite from the winter chills. We spent the first week in a cabin in forested hill country about 90 minutes North of Oslo. There are numerous tracks through the forests that are used for cross country skiing in the winter and for hiking in the summer. The farms in the low country keep their stock in barns during the winter and in summer the animal are released in the forest where they roam freely. Most have bells around their necks so the days and nights are punctuated by the sound of cowbells, or sheep bells as the case may be. It was not unusual when driving along the access roads to have the way blocked by a herd of cows lying on the road soaking up the sun.



A Bovine Roadblock

Amongst the sites we visited was the Norwegian Road Museum. This occupies a 19 acre site just north of Lillehammer. The museum has several exhibitions including a vehicle hall, an outdoor display of road making machinery and snow ploughs and a Rock Blasting Museum which is housed in a tunnel blasted into a hillside specifically for the museum. It portrays the development of tunnel boring from the early days when a fire was lit against the rock to soften it and the tunnel was then formed manual using hammers and chisels through to modern tunnel boring machines. The tunnel is lined with examples of the machinery used over the decades.

The vehicle hall contains examples of vehicles used in Norway including a number of examples manufactured in Norway. Norway has had over 250 known vehicle manufacturers and coach builders. An early automotive pioneer was Clarins Mustad from a family of industrialists better known for fish hooks and horse shoes. The company is still going. In 1917 Mustad made a 6 wheeled car nick named "The Giant". It was developed over a number of years with features including headlights that swivelled with the wheels and torsion bar dampers. In its final form it had a 7 litre engine.

He also made a small car with the driver behind the passenger separated by the single cylinder engine. This was nick named the Egoist.



The Mustad Giant and the Egoist

Other Norwegian cars included the Troll and a range of electric vehicles from a company named Think. Think began life as PIVCO which developed a small electric vehicle with an aluminium chassis and a rotationally moulded polythene body. 15 prototypes were used as service vehicles during the Lillehammer Winter olympics in 1994. Ford bought a 51% share in PIVCO in the 90s and the name was changed to think. Various small electric city cars were developed and produced through the 90s and early 2000s. Ford sold its share in 2003 and the company continued to produce vehicles in low volumes until 2011.



The Troll



Think City



Think Ox Concept Car

Another electric car produced in Norway was the Buddy. This is a very small electric city car produced from 1990 to 2014. In 2006 Buddy outsold Jaguar, Fiat, Smart and Porsche in Norway. Total sales exceeded 1100 units.



Buddies Sharing Parking Spaces

Motorcycles weren't forgotten. The Museum also had a Harley Davidson equipped for riding in the snow.

The Museum was well worth the visit and provided an interesting insight into an automotive history not well known outside of Norway.

Kevin Sullivan





Having grown up on a farm where there were always old vehicles around it's not surprising that I am now interested in them in my retirement years

My earliest memory of a car was finding a bar of chocolate aged two in 1951 which I smothered myself with on the shelf above the seat in my parents La Fayette 1934 Coupé. There was a 1930's Chrysler 70 that my Grandparents used on the farm for harrowing as well as town use.

I learnt to drive in our 1928 Chev light truck aged about 9 or 10 from memory helping Dad feeding out hay. Mum had a Ford Prefect 1958 model which was given the works during the school holidays by my brother and I practicing driving in the paddocks.



The Chev was replaced with a 1942 Ford V8 light truck, ex ambulance from the war in the Pacific as well as 1942 Willies jeep for the hill country farm. My Grandmother drove a 1936 Ford V8 Pilot {English assembled} which she used to ride the clutch on , full revs, when heading off in top gear with a shower of gravel from our drive after afternoon tea on Sundays . There might have been a bit of Sherry involved!

My father replaced the Pilot with a Ford Mark 2 Consul [less power] for her as Grandma was getting on in age. I actually ended up with the MK 2 in the late sixties but didn't last long as a power pole attacked it one night on the way home??.

FIRST CAR -Vauxhall J. 14. 1939



(This is not Willies, He couldn't find a photo of his one)

Upon leaving school at the end of 1966 having had my licence for 3 years a boy needed a car. A tenant in the farm cottage had this car in a shed half dismantled so a deal was done for 17 pounds, 34 dollars in today's money. Dad and I towed it across the paddocks to the farm workshop where work started to restore it during the winter of 67. I learnt how to fix the gearbox, replace all the wire rope for the windows around the pulleys, very fiddly. Lap in valves, set tappets. Strip paint off and respray with pale blue Dulon paint . Make new door cards and cover them, It was on the road by September fitted with roof racks for the 9'ft 6" Quane surfboard and off I went. Surfs up at Castlepoint Great days. It was a wonderful car, A very smooth six cylinder motor and could do 70 mph, fitted a wooden crate of flagons in the boot perfectly for Friday and Saturday nights with blue leather upholster, with a big back seat. I thought it was pretty smart and the girls seemed to like it. The car was used by my brother and sisters when they all left school as well. I think Neal Ryder in Featherston has it now.

IN THE STABLES

The red MG Magnette 1956 is what I have used manly since joining the VCC.

A blue MG Magnette 1955 built as a race car which surfaces occasionally

Waiting in the wings is the old 1942 Ford V8 farm truck.

A Studebaker Dictator six. 1934

A Chev Deluxe 1949.

My other passion is old motorcycles which I enjoy riding. Dad purchased a 50cc Puch Moped for the farm in 1959 which I learnt to ride on when I was 10 and have used bikes ever since. 66 years

I have owned many vehicles over the years with a few that didn't like my driving and spat me out so that was the end of them in the early days.

After getting married to Sharyn things settled down and we continue to enjoy life and motoring



The 50cc Puch Moped with Norge fridge liner trailer



MK2 Consul, just out of the shop after hitting a pole.

SPRING RALLY

Sunday 14th September

The spring rally will start at the Farriers

1st car away 10 am.

Lunch at Tinui [please support café and bar] the old pub!

Predominately gravel roads in the morning and all tarmac in the afternoon about 90 miles in total

We will finish at the Farriers perhaps for a cup of coffee



Sunday 28th September

The Distinguished Gentleman's Drive (DGD) is coming to the Wairarapa for the very first time this September — and we can't wait to see our region's classic car community step out in style.



Part of a global event, the DGD celebrates pre-1985 classic cars while raising awareness and funds for men's health through Movember. On Sunday 28 September, enthusiasts from across the region will gather in Greytown for a day of camaraderie, vintage style, and relaxed driving through our beautiful countryside.



The Wairarapa drive will start at our headquarters, The White Swan in Greytown, with a morning coffee and plenty of time to admire the assembled classics. From there, drivers will enjoy a scenic route along quiet backroads, including a special stop at Rototawai, before returning to The White Swan to celebrate the day's achievements.

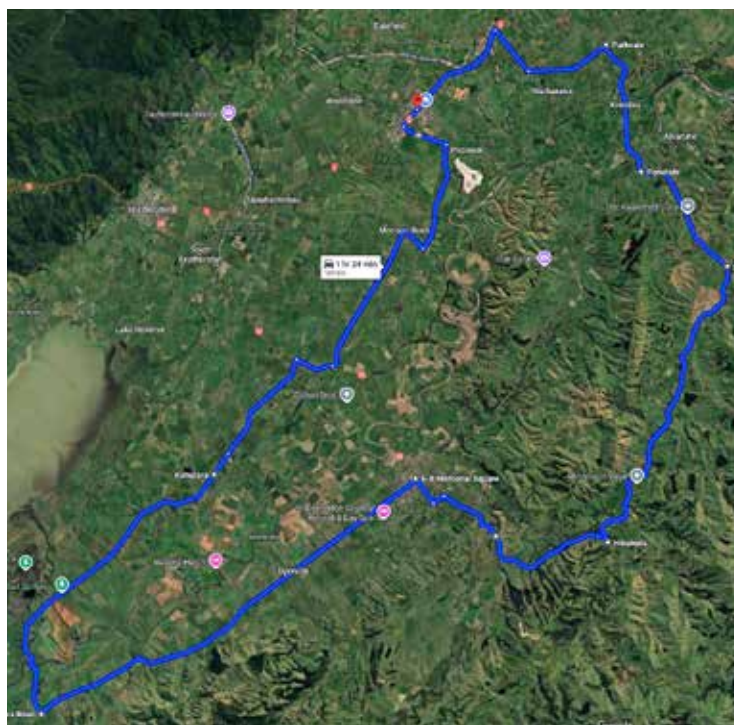
The DGD is not a race — it's about enjoying the drive, dressing the part, and sharing our passion for classic cars. Participants are encouraged to embrace the theme, whether that's tweed, three-piece suits, safari jackets, vintage dresses, or retro accessories. Prizes will be awarded for categories such as Best Dressed Couple, Most Dapper Gent, Most Dapper Lady, and Best Car.

Entry to the drive is free, but participants are encouraged to donate or fund-raise for Movember, supporting prostate cancer research, testicular cancer research, and men's mental health initiatives. On the same day, drives will take place in over 150 cities worldwide, making this a truly global celebration of style and classic cars for a great cause.

If you own a pre-1985 classic car and would like to join us, registration is simple — just visit <https://www.gentlemansdrive.com/drives/new+zealand/wairarapa> and sign up.

Friends, family, and the public are warmly invited to come along to the start and finish to see the cars, meet the drivers, and soak up the atmosphere.

Let's make our first Wairarapa Distinguished Gentleman's Drive one to remember!



**THE
DISTINGUISHED
GENTLEMAN'S DRIVE
WAIRARAPA**

SUNDAY 28TH OF SEPTEMBER 2025

START & FINISH: THE WHITE SWAN, GREYTOWN

DISTANCE: APPROX. 118 KM SCENIC DRIVE

**RAISING FUNDS FOR MEN'S HEALTH –
PROSTATE CANCER AND MENTAL HEALTH VIA
MOVEMBER**

WWW.GENTLEMANSDRIVE.COM

REX PORTER RALLY - 4th October

Door Knockers Required!



Along with volunteers to help with this years Rex Porter Rally.

We require some club members to stand up and help with the organising and running of this years Rex Porter Rally, to be held on the 4th of October.

Firstly we need members who can door knock local businesses to procure prizes for the group winners of the rally. There are 13 classes of vehicles. Time is short so if you have a bit to spare, please share it with the club.

If you don't want to door knock but would like to sponsor a prize, that too would be appreciated.

Next we will need help from a few, keen to time keep on the day. There will be 3 time checks, 2 in the morning and 1 in the afternoon. Also setting out of "silent checks".

If you are keen to help out in any of the above roles, or in the organising stages please

Get hold of Simon O'Hara either by phone on 0211412332, or email:

simonsandieohara@gmail.com

I will be grateful for any help offered.

Email Simon Click Here



Chairperson	Graham Hodder	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	Position vacant		

Committee

Hugh Hunter	027 665 9911	j.h.hunter@xtra.co.nz
Pat Dutton	027 711 2735	betyjo29@gmail.com
Simon O'Hara	021 141 2332	simonsandieohara@gmail.com
Francis Pointon	06 378 6710	pointonmotors@xtra.co.nz
Dave Patten	027 247 7956	dave.patten28@gmail.com
Frank Lipinski	06 379 7167	
David Eade	021 227 7338	
Bob Cumming		

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Custodian	Position vacant		
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Beaded Wheels Scribe	David Eade	021 227 7338	davethehandyman11@gmail.com
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Motorcycle Liaison	Kevin Sullivan	022 377 8443	kevsully52@gmail.com

Spares

Frank Lipinski	06 379 7167	
Graham Reidy	06 372 7855	g-a.reidy@xtra.co.nz
Jeff Percy	06 377 4622	j.percy@xtra.co.nz
Dave Walker	06 379 5008	

Vehicle Inspectors

Francis Pointon	06 378 6710	pointonmotors@xtra.co.nz
Dave Patten	027 247 7956	dave.patten28@gmail.com
Hugh Hunter	06 306 9847	j.h.hunter@xtra.co.nz
Kevin Sullivan	022 377 8443	kevsully52@gmail.com



Parts Department:

A&P Showgrounds, Chester Road, Clareville

Join Frank, Graham 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:

- First Tuesday morning of the Month.
- 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

Clubrooms:

A&P Showgrounds, Chester Road, Clareville

Postal Address:

PO Box 7, Masterton 5840 Branch

Website:

www.sporty.co.nz/wairarapavcc

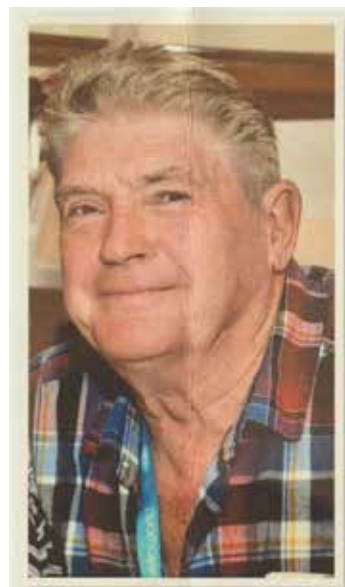
Club Night:

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

Committee meet:

Second Tuesday of each month at 7.30pm

Remembering and Celebrating MIKE PERRYS



On a sad note, I would like to inform you of Michael Perrys death on Sunday the 24th. Mike has been a member of our club for 19 years. He was an energising and colourful character.

A fellow colleague missed but not forgotten.



Bob Cumming

"I was amazed how much the kids enjoyed the cars."



Willie James (Organiser)

It's always amazing how enthusiastic children are upon seeing old cars. We were welcomed by Jess Shoemaker , head of the juniors and Trish Hepburn, Rex Tatton's daughter from Tatton Brothers car dealers in days gone by.

Nine cars attended so thank you all for your response. The kids had a great time exploring the cars, horns beeping and seeing how many kids could fit in one car etc They were all 5 to 7 year olds

All of us enjoyed the day as much as the kids did on a lovely fine winters day.



Rob Jones

The kids were fascinated by the big boot on our visit to Hadlow,



Some even jumping in the cab to try it for size. All the cars were well populated by the kids. Bob's Rover 10 horn was a fascination, John Rolls Royce was also full of curious children, astonished that car is over 100 years old. Grants Mustang was flooded by eager V8 drivers and nearly all the others, Hillman Minx and Rover P5 were full of kids. I wonder how many bumped their heads on Willys roll cage in the Magnette. Of course the Lotus Super 7 had less space to offer them but they thought it very cool. One asked what is it like to speed down the highway in such a car. Fun, I said.



Adjuring to Willie and Sharons for afternoon tea was another great experience, ably guided around the property by Willie.

Great tour and hospitality. Thank you

Wairarapa Zenith

September 2025

