

Vintage

Viewpoint

Marlborough

JUNE 2024

Issue 6

VCC of NZ

It could only be the Irishman Rally 2024

Vintage Viewpoint is the official publication of the Marlborough Branch of the
Vintage Car Club of NZ (Inc).

EVENTS : June 2024

Sunday 16th July Motorcycles
 Leave the park at 11am for a ride to the Wairau Valley Tavern for lunch.

Thurs 13 June Lunch Meal Bamboo Garden \$25pp 12 noon

Friday 28th: June. Natter & Noggin Pot luck tea.



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VINTAGE CAR CLUB
 MARLBOROUGH BRANCH
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CLOSE-OFF for the VINTAGE VIEWPOINT is 7.30pm Friday following the Wed meeting 1st Wed each month.

Chairman's Report



Hi Team,

Welcome to our colder months but still reasonably mild and still no rain in one way it's rather nice to have fine weather but we will be desperate for some if this drought spell continues much longer. However the long dry period we have enjoyed has been great for the events and runs we have had over the past 6-7 months.

My job as committee chairman is like managing a business sometimes difficult issues have to be addressed.

Our AGM was straight forward with no elections as no one put forward any nominations for new committee members the same committee has been reinstated for another year.

That's good for us the members as we have a very good committee who work well together and the 'outer wings' of the committee are very good teams of volunteers who look after the spares dept, catering, the newsletter and distribution, the grounds, gardens, buildings and maintenance etc.

However one word comes immediately to mind when I think of the longer term of all these wonderful people who serve our amazing club in many varied and generous ways. **APATHY.** The above mentioned groups will not last forever they will tire they will grow older; poor health will affect some and others, sadly, will pass on.

Currently we have a membership of two hundred & ninety-seven listed members and approx. sixty or so of those congregate for camaraderie and a free well-catered morning tea each Wednesday.

But on the rare occasion the committee have asked for a volunteer to help out on - mostly minor chore's - we are met with silence blank faces and no response. So guess who picks up these jobs? Most often a committee member.

Yes, I may sound a little titchy this month but over the last two Wednesdays I have asked for help with the following;

1/ Fresh blood (a new somebody...) would be appreciated to write a couple of paragraphs for the beaded wheels magazine on our clubs activities from the previous month as Linda who also does all the photography only took the job on temporarily.

2/ A few somebodies for a 4 - 6 week roster to run the vacuum cleaner around the Redmond room after Wed smoko, heck the club has even provided a brand new

Dyson portable cleaner to zip around quick and easily..

But no response?

A HUGE Thank you to all those who do much around the branch you are all very much valued by the rest of us, I also appreciate the many members who have participated in the past and those who whose health restricts them now, although that hasn't stopped them offering to help.

However many members have been in the same positions for several years so be warned the time will come when they will want to stand down THEN WHAT

If we are honest and I hate to say it, but we are a slowly dying club due to our aging membership, let's not let it die any sooner than necessary by losing good members by overworking them.

So my apologies for the whinge and rant but let's work together to keep our club active, flourishing and cheerful by assisting with the many small branch chores when volunteers are asked for and at election time take a moment to think "what can I put back into the club".

Thanks for listening,

Cheers Rob.

A great member is one who commits to, and endeavours to attend as many meetings and events as they can. This may not be all those that are in the calendar each month, but they undertake try to do so because that is why they joined - to be around like minded people and share ideas and experiences.

A fantastic member is one who not only attends the above but gives freely of their knowledge, labour and time to those who need it, with no expectation of anything in return.

*The key to our success and longevity as a club rests with the membership - **YOU** - we can embody the spirit of greatness simply by saying "yes, I can".*

You have the skill, show the will, and join the growing number of fantastic members in our branch by sticking your hand up.

Club Captain's Report



Well not a lot has happened since last months report. May is the Clubs Annual General Meeting month.

For those of you that didn't attend, there was no need for an election of officers and the same standing members were reappointed. So you are stuck with us for another year.

I have organised a mid day lunch at Bamboo Garden for June and in July we have the Snow Run to St Arnaud and our Clubs prize giving and meal at the Woodbourne Tavern.

I hope I can put together another year of interesting runs or visits.

If any of you have an idea or know of an interesting places to visit I would love to hear from you.

Secretary's Scriblings



Here we are, a few days from the start of June as I write this report.

We had our monthly Committee meeting a week early as I am heading south to attend the Irishman Rally over Kings Birthday weekend. The Rally this year is three days starting on Friday as this is the 70th anniversary of the running of this event, which is quite an achievement for our Club.

I will be trailing the car to Oxford and my son Alistair will accompany me on Friday, and on Saturday my daughter in law, Genna, and grandchildren Milly and Georgia will come as well, so it is great to have more of my family being involved in my passion. I will report on the rally next month.

If anyone is interested, Bill Hohepa has a rundown of the Highland Fling on YouTube. It is at <https://www.youtube.com/watch?v=hgPNdpL35to> He has a lot of interesting stuff on his channel and will be filming the Irishman as well.

From our Committee meeting.

Jim Mclean has been appointed as assistant Club Captain to help Catherine with her busy schedule. All other positions remain the same as they have been over the past year.

At the AGM, it was suggested that the branch has tools and facilities for members to use to work on their vehicles, but no one is using them. There is a heap of experience available to help members and perhaps we need to create a project to encourage the skills available to be used.

Anyone who needs help with their projects, please ask. Either at Smoko (Wednesdays) or don't be shy to ask one of the committee who will put you in touch with the right person.

We do have a group already doing this, with Kevin, Rob and Jim who helped me change the engine in my Model A, and Kevin and I are helping Rob to rebuild a Model A

Phaeton he has had in bits for 10 or so years, and that project is coming along nicely.

So, there are people with skills available to help. As I said before, JUST ASK.

There is a project suggested, and that is the reassembling of a veteran Swift car which is in a thousand pieces, so hopefully this can be put back together before the National Veteran Rally in February next year.

Quotes have been obtained to replace the vinyl flooring in the kitchen and toilets and your committee have accepted a quote from Guthrie Bowron, so that will be done in the foreseeable future.

The National VCC Day, Daffodil Day event is being held this year on 25th August, raising money once again for the Marlborough Branch of the Cancer Society. Please put your hand up to help with this event, which we will be holding as we have done in the past at Brayshaw Park.

We have also been asked as a Branch to participate in a Father's Day fundraising event to raise funds for the Rescue Helicopter. This will be on 1st September at the Riverlands Truck Stop.

Have a great month of Heritage Motoring. I know I will!!

Cheers Chris

Update from Your Kitchen Custodian



They say it's the first month of winter and although we have had a couple of frosts we have also had some mild days.

Well May was a very quiet month with nothing booked in, we have a couple of bookings for June and July is going to be busy with a 60th birthday and a couple mid-winter dinners. Also we have the snow run and the Club mid-winter dinner 12.30pm at the Woodbourne tavern. Cost \$37.00 pp. Please put your names down. Natter & Noggin is Friday 28th and it's a pot luck evening.

Cheers from the folks in the kitchen.

Motorcycle Report

This month's run was something a bit different combining with the Distinguished Gentleman's ride.

Ten motorbikes took part from our club with a combined total of about forty bikes for a ride in from Springcreek, a circuit around town and out to the Woody for lunch. If it had been a contest we would have done fairly well, oldest bike would have gone to Ross on the AJS by a large margin. Mindy was the only female rider and Paula and John won 2 of the 5 raffles. The ride raised \$1,858 and another \$677 from the raffle and we flew the flag with our old bangers so a good result.



For the upcoming months we have a ride up the Wairau for lunch, July will be to Picton with a stop at a shed along the way to view some bikes and cars, August will be the garage run to have a look at some projects, hopefully by the end of August the weather will be getting better and we will look at doing some longer runs.

Glenn

Motorcycle Calendar

Sunday 16th July

Leave the park at 11am for a ride to the Wairau Valley Tavern for lunch.



The Grape Vine

Another veteran which may be on the road in time for next year's national VCC veteran rally which we are hosting is Tris's 1907 Brush. A bit of painting still to do, the hood and what Tris calls "a lot of bits including the fuel system". About 25,000 Brush's were built and the engine number on Tris's is A7 which would make it one of the earliest built.

Back in 1966 the late Cecil Price coughed up 50 pounds for a 1941 Indian 741B motorcycle. The Indian was used as a farm bike on the Price farm as well as on the road. Later Cecil's brother Les purchased it and it became well known locally as Les used it regularly around town and province. The Indian factory spat out thousands of 741B and 742B's for war use in the U.S.A., Canada, Britain and the commonwealth. Blokes in 741b's and 742b's chased Rommell all the way from Egypt to Berlin. In NZ they became quite common as hundreds of them were sold off as army surplus after the war and there is always several in various guises at VCC National motorcycle rallies. Les has been restoring his Indian with a complete rebuild. It is fair to say there is now nothing common about it. It is a thing of beauty far removed from its original appearance. Painted red as is fitting for an Indian. The right amount of plating, not overdone, period and latest extras some obtained from the U.S.A. I am a staunch Harley D man but to say I am impressed is a colossal understatement.

The ex-Johnny May model A Phaeton is now in Rob Galloways shed receiving a major upgrade, knowing Rob's high standards it will be a top-class job. Many years ago, the hoodless Model A was seen on the local streets being driven by local branch member Keith Thoms and his brother Richard. Driving the model A would have been a much different weekend past time than their other weekend hobby. Piloting a racing motorcycle and side car around N.Z.'s motor racing circuits.

Trev



Irishman 2024.

The running of this years Irishman Rally over the Friday, Saturday and Sunday of Kings Birthday weekend was a unique Vintage Car Club event as it is 70 years since the first run was done which was then based at Irishman Station in the Mackenzie Country, and the third oldest event involving Vintage Cars.

On the Thursday evening the Canterbury Branch rooms at Cutler Park were open to collect our rally packs, and these included instructions about the rally and the run sheets for the first part of the rally.

This year, there was an extra day to the rally, so early on Friday morning we, (I, my son Alistair and granddaughters Milly and Georgia) at 7am, on a cold dark morning, left Oxford for the 40-minute run to Rangiora to the Daniel Smith yard for the rally start.

Lined up there were 220 plus Vintage and Veteran Cars, these being older than 1931. What a fantastic lineup, with cars and trucks ranging from the smallest which would have to be the clutch of Austin 7's, 2-seater sporty types with their drivers and passengers exposed to the elements, more about that later, right through the spectrum of cars made at that time, including Rolls Royce, and Cadillac. Once again showing my bias, I counted on the entrant list that over 120 of the cars entered were Ford Model A's.



The hooter sounded at 8 am, and we as, part of the group towards the back of the pack, made our way very slowly through the streets of Rangiora, (It takes quite a long time to get 220 cars out one gate, around a roundabout onto a busy street and through the traffic and roadworks) then across the Ashley river bridge, turn right into the road heading to Amberley, then shortly after that turned up Marchman's Road, a quiet rural road which took us away from the busy main roads for the rest of the day. It was amazing how once we got onto this road, we hardly saw another car, the field was well spread out. At the end of this road was a gravel section and the first ford to cross which was no trouble.

We headed further north and along gravel roads through the North Canterbury foot hill country, much of which is showing the effects of the drought which



Chris and granddaughter Georgia at the Branches Homestead on Macdonald Downs station west of Hawarden

have been long this summer and now into winter with no appreciable rain for months. We were into farm track country by now, and the instructions said, **chains on**. We were ready to do this, but the Marshall said we don't need them, and he was checking that we had the mandatory fire extinguisher on board. Imagine having fire risk in the middle of winter, but this came to the fore a few days later when there was a fire on a farm property in the area which the fire brigade was called to put out.



The instructions said, follow directional signs through farm and keep to farm tracks. We duly set off up a quite steep track which would have been tricky if it had been wet, and climbed up onto a ridge on rolling to steep country and did probably 8 or 10 miles through this farmland. There were groups of cars stopped in various areas, admiring the views, and having pit stops. We continued for a bit and on the top of another ridge we had a break to stretch the legs and had a coffee which was lovely after a few hours in the saddle. Continued on and down onto a sealed road which crossed the South Branch of the Waipara river onto Macdonald Downs Road, and further motoring on mainly gravel roads heading northwest of Hawarden to Waitohi Downs Station where we followed a steep and windy track through the farm down to the Hurunui River and back out to the Station buildings. They run Alpine Horse Safaris here and my

granddaughter's counted up to 22 beautiful part draft horses, all black with a white blaze down their faces. A grand sight.

From there it was about 45 minutes' drive to Hawarden, where we parked up at the domain, and lunch was on order from the local Lions Club, of soup, a sandwich and a cake.

After lunch we headed south, back towards Macdonald Downs road, and then into Macdonald Downs Station for about an hour's drive through the station on a stock lane which was in very good condition, although steep and a bit rough at times, through to the Old Branches Homestead, then out onto Okuku Pass Road, where if you turn right you go out through Lees Valley and to Oxford, but we turned left and for another 30 or so minutes on this narrow windy gravel road we travelled until a Marshall directed us up a gravel forestry road through into the Ashley Forest. This was a steep long drag in 2nd gear which the car did not like much as was hard going, then down again and out onto Okuku Pass Road, where we stopped and topped up the car with water and had a chat to some of the others on the run.

This was effectively the end of day one, and we headed out onto the road from Loburn back to Oxford and to Alistair and Genna's for the night.

The car had developed a leak in the top tank of the radiator and had to top up with quite a bit of water during the day. Other than that, it was a fantastic day of Vintage motoring.

DAY 2

We left Oxford again at just after 7am, accompanied by the family as well as daughter in law Genna today, and headed through the Waimac gorge to Donald Wrights property on Wrights Road. Look for the pumpkin, it said on the instructions, and sure enough, along the road on a bale of hay was a big orange pumpkin. We headed into a stubble paddock across to the far side was a lineup of cars, above a sheer cliff overlooking the Waimakiriri river.

By 8am there were 200 plus cars again, and the siren went off, summoning us all over to close to the cliff. Stand back past those Utes we were told and soon after there was a massive explosion and a pumpkin had been shoved down the barrel of a home made cannon and had been shot away across the riverbed, landing with a puff of dust and orange flesh. This was repeated and we were told this is the official start of the 2024 Irishman rally.



Once again, the cars headed away, out through a farm onto the main highway at Sheffield, then into Melvern Hills Road, which took us through some nice country to Colgate, where we crossed the main road and headed towards Hororata, and at the historic Church turned right and a bit further down the road a left turn to cross the ford on the Hororata river. There was quite a hold up here, and we waited 20 minutes as obviously someone had drowned their car, but when we got to the ford it was about a foot deep and hardly even wet the axles as we drove through without problems.

From here it was on to the road heading to the Rakaia Gorge. By this time the Norwest wind had got up and was a tough drive into the wind, which was increasing in strength as we motored along. Had to stop at one stage to top up with water. Through the gorge and motored along to Staverly, where we pulled over at the domain and had a spell and a cuppa, along with many others.

While there, the wind strengthened, and was blowing coats and papers and containers out of some of the cars and across the road. We headed down the road, to Mt Somers, and as we were doing this, the wind turned to the south and the rain was coming horizontal to the road. The temperature had been in mid-teens, but I am sure it dropped to below 6 or 8 degrees in that short time. We did not have any side curtains up at this stage, and along with others, we managed to find a sheltered spot beside a hedge on a side road where we stopped and put up the side curtains to keep the passengers dry and slightly warmer. I am not sure how the Austin 7 open cars got on at this stage, but I am sure they would have been feeling a bit wet and cold.

The route we were set to do was to over the Rangitata river, turn right and head through Peel Forrest, and to Mesopotamia Station, at the head of the road, where Laurie Prouting was flying in to give a talk on the history of the Station. With the weather I doubt he would have been game to fly in those conditions. But before that

the instruction was to fuel up in Mayfield and use the toilets, as these were limited over the next 5 hours and no fuel available for at least the next 4 hours until available again.

By this time, my car had used quite a bit more water, so sadly we made the decision to turn around and head back to Oxford. The winds were very rough and at one stage, the back corner of the hood tore and lifted the fabric, so we had some rain coming in. We stopped at the Rakaia gorge parking area and managed to put a strap over the back to hold it down, so a wee job to fix in the next while.

Driving into this wind was difficult and we were down to less than 30 miles per hour when out in the open, it was great along side trees and hedges on the side of the roads as it sheltered us somewhat.

We arrived back at Oxford, in the rain about 1pm. The reports I have seen, is that the cars got to Messie, and it was a beautiful day up there and no wind. Weather, Eh! The stop that night was Fairlie, and then on Sunday the drive was up to Lake Tekapo, and then further on to Irishman Station where it all started 70 years ago.

So, all in all, a great rally, even though we did not finish, but have driven through some amazing country which we do not get to see whilst driving the main roads.

Others from Marlborough I saw were Ziggy Lane and Paula Kenyon, Anthony van de Water, as well as Alison Moores from Havelock. There may have been others who I never caught up with.

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Chris Bird



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Cheers Don Laing



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20th Anniversary
Ford Club Marlborough
and Henry Ford birthday
Show-N-Shine meet

Save the Dates

Saturday 27 July: Shed visit and car rally
Sunday 28 July: Henry Ford Show -N - Shine birthday meet

FORD CLUB
MARLBOROUGH 2004

Email: FordClubMarlborough@xtra.net.nz
Times: 10C
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Next Month July

Sunday 14 July - Snow Run to St Arnaud
BYO Lunch at the Community Hall

Sunday 21 July - Prize Giving.
Mid-winter dinner , 12.30pm Woodbourne Tavern. \$37.00 pp
Names Please.