

"Dripfeed"

NEWSLETTER OF THE BANKS PENINSULA BRANCH
OF THE
VINTAGE CAR CLUB OF New Zealand (INC)

VOLUME 46, No 3 APRIL 2023.

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Noggin & Natter: 2nd Thursday of the Month

- Noggin 7.30 pm at the Papanui RSA. Upham Room – enter either from 55 Bellvue Ave or the first entrance on the left on Harewood Road (Papanui / Main North Road)
- **Thursday 13th of April**
- We look forward to seeing you there. Supper is provided.

From the Editor:

Apologies for being a week late, and for another slim edition, as we haven't done anything in the last month and my normally reliable sources of gossip, slander and innuendo that are the lifeblood of Dripfeed have been noticeably absent. The only motoring event of any note recently was "Wheels at Wanaka" over Easter.

This massive event is in its third year and alternates with "Wings over Wanaka", thus ensuring a steady flow of tourists to Wanaka every Easter. I went down on Good Friday, and was in first and second gear, in a huge procession, from Rolleston to Rakaia, and then in solid traffic hurtling along at 70- 80km all the way, usually stuck behind a camper van or caravan. All very character forming. The wheels at Wanaka mostly belonged to trucks and tractors, with a few cars thrown in as extras. One of the organisers had his two hundred tractors on display, and there were enormous trucks from all over the country, especially Kenworth which celebrates its centennial this year. There were tractor pulling contests too, and a collection of massive earthmoving equipment, the sort that built the Benmore dam.

The earthmovers had been given a large paddock and several huge piles of dirt, and they turned the piles into a flat surface with great efficiency, noise and huge plumes of black smoke. Sort of a giant sandpit really, with equally giant Tonka Toys. Deeply impressive, unless you happen to care about global warming.....

This year is the seventy fifth anniversary of the Landrover, and one hundred and ninety of them duly clanked and spluttered their way to Wanaka. Under the inspiring leadership of Supreme Allied Commander Generals Rod and Ann Corbett, they were marshalled into rows with military precision, starting with a 1948 model that is the twentieth one ever built, and moving through to the latest Fendalton taxis. A central part of the show was the small oval track in the middle of the whole set up, and throughout the weekend, various vehicle categories did laps for the entertainment of the crowd. General Corbett gave a very knowledgeable commentary when the Landrovers pattered round, and his best line was; "Landrovers, turning owners into mechanics".

Cars made up a small part of the whole weekend, but the Morgan club was very well represented, as was the Porsche club, which is of course the car of choice for many locals, given that everyone down there seems to be a property developer or retired Auckland businessman. The Citroen Club had a modest display, and there were lots of Healeys of all sorts, both Jensen and Austin and some majestic over restored Dusenburgs and Packards. I imagine that the delicate and subtle nature of the beautifully restored Amilcar that Auto Restorations had on display was lost on the masses. So, if you like the idea of mind boggling numbers of trucks, tractors and people, you'll love it.

I've bought a couple of cars recently, surprisingly, both Citroens. One is a 1974 GS 1220 club, a very clever little car that won the European Car of the Year in 1973. It's got an air cooled 1220cc flat four motor, Citroen's hydropneumatic suspension and four wheel disc brakes, inboard at the front. Like the 2CV, it needs to be revved to get anywhere and revs happily to 6500rpm. It's similar to an Alfa Sud in many ways, with the GS having better ride and comfort levels, and the Sud having better performance. What they had in common was an ability to rust at alarming rates which is why you don't see them any more. My example is fairly rust free and done only 65k, and is lots of noisy fun to drive.

The other one is a 1990 CX GTi Turbo 2, quite a different and rare beast. It's very much of its time with a black leather interior, dodgy electronics, a 2500cc injected motor with a bloody great turbo and alarming fuel consumption. It's also got Diravi self centering steering, as fitted to the SM and various Maseratis of the day, and is all part of the hydropneumatics. The CX started life in the USA and was imported to NZ in 1996, converted to RHD, and has been fussed over by three fanatical owners since. It's remarkably fast too. Keith Hunter used to own one, ask him.

Welcome to new member Chris England, with a 1937 MG VA Saloon, a 1928 Ford A Tourer, a 1958 Mercedes 190 Saloon and a 1954 Jaguar Mk VII. An impressive and diverse line up.

In an effort to fill up some space, and give you all something to read now that the nights are drawing in, I started looking through old copies of Beaded Wheels, the early editions that Richard Foster donated to the branch. I was looking at 1960s editions and found it all most fascinating. Just to prove that I can be quite tolerant of Austin 7s, I quote the following, taken from the entry list of the 1964 Easter Rally held in Auckland. The car was a 1928 Austin 7 Tourer, entered by Mr R Hicks from Morrinsville. "Jokes about the Austin 7 are legion, but there is an enduring charm about them which instils great affection in all but the most insensitive of owners. There are characteristics such as the elfin tinkle of the starting handle mounting, the vicious clutch with a pedal travel of about a quarter of an inch, the constant drip of oil from the dashboard indicator and the perfectly frightening list of patents affixed to a plate on the dash. Then there is the leap as the back springs ride up when the clutch is incautiously engaged, the starter motor which takes up a considerable portion of the leg room, and that lively little engine whose only inhibitions occur at valve bounce."

James Palmer, who ought to know better, is considering the purchase of an A7 again. He had a tourer many years ago which he sold to Cindy Chamberlain, and the same car is supposedly taking part in the Irishman Rally this year, driven by Hannah Chamberlain and Tim Fox. Do give them a

wave as you pass them or if you're feeling charitable, stop and give them a hand. James will be in the Crehan Te Reo this year, but will be watching his old car closely as a guide to future ownership.

The late Bob Turnbull owned a 1906 Sizaire Naudin which he rebuilt for the 1965 International Haast Rally, and he wrote a very detailed article about the restoration. The car was a one cylinder model and Bob chose to put in a new aluminium piston, rather than a cast iron one. The one that fitted best was from a Gypsy Major aero engine, so the Sizaire Naudin perhaps has something in common with the Lycoming, albeit a little slower.

Future Events

Plains Run, Sunday 23rd of April.

We will be meandering down to Ashburton and popping into one or two locations of interest en route. Our destination is the Ashburton Plains Railway and Historical Museum Precinct, and they are going to fire up the steam train while we are there. There is an entry fee, so bring some cash as well as lunch. The run is two hours of pleasant motoring on roads less travelled, some of which are shingle. So turn up at the Christchurch Stadium Complex, best entry point off Whiteleigh Avenue into Jack Hinton Drive, and congregate by Gate B near the Stadium entrance. Meet at 9.00am, ready for a 9.15 departure. Don't be late!

AGM 11th of May, Papanui RSA 7.30pm.

Please come along to support the committee, offer suggestions, and even stand for office!

Levels CRMC Meeting 13th of May.

National Commercial Rally, Wanganui, Labour Weekend

Contact Wanganui @vcc.org.nz

The Hadstock Gymkhana, 21st of May.

One of our great events, which now have two enormously prestigious trophies to be competed for. Three and four wheeled vehicles slug it out for the much admired Cynthia Trophy, named in honour of one of our hosts Cindy Chamberlain, on whose farm this titanic struggle takes place. Our much more recent trophy, the Johnny Angel Trophy (named after host John Chamberlain), is really the Anti John Foster trophy, as on his Triumph 500 motorbike (I refuse to try and spell the model), John kept winning, mostly by putting his foot down when cornering, thus giving him a totally unfair advantage. The more competitive four wheeled entrants complained, so a new trophy, of extreme tastefulness was made. John won it, (he was the only entrant), but last year it was snatched from his grasp by Will Dawber, on a Yamaha of some sort. So this year should be a battle of youth verses experience in the two wheeled department, with a third entrant looking likely.

So do come along for a very entertaining day and see if George Kear in his Mini Cooper can hold onto Cynthia yet again.

Rallye Monte Carlo, Show Weekend 17th – 19th of November.

Due to popular demand, this great and classic event is on again. The last Monte was in 2021 and had a record entry, which we hope will be repeated this year. Make sure you book your accommodation at Akaroa early, as motel and Air B&B are sometimes hesitant to book for one night at a popular weekend.

We intend to tweak the rules and towns quite a bit, as they were set when the club only catered for cars up to 1960, and a majority of the cars entering were thus older and slower. Now it's too easy to win in a relatively modern and much faster car, and we need to recognise the greater effort required by older cars to get the town points. Speed limits have changed too. So if you have an older and slower car, this could be your moment of glory. And if you have a newer and faster car, prepare to drive immense distances. James Palmer, one of the original organisers, has devoted a good deal of time to re thinking the rules and regulations, as under the old rules there were really only one or two ways to get your maximum points and it was becoming somewhat predictable. The changes that the sub committee have devised should definitely help the older slower cars, and also make experienced competitors rethink how they approach it. I hope you've seen the ad in Beaded Wheels with an early bird saving of \$25 if you enter by the 31st of July. The Monte is just the sort of event that Bob Turnbull would have enjoyed, and it would be great to see some veterans enter. Maybe Gavin Bain could enter the Benz? The new rules would suit you.....The standard of dress for the formal dinner keeps improving every year, so the Otago contingent need to start saving for their dinner suits now. Yes Graham Taylor, that does mean you.

National Veteran Rally, Dunedin 25th – 29th January 2024

Contact Trevor Kempton at natvet2024@gmail.com



Which one is Trevor?



She's big!



No Green Party members were seen during this demonstration.

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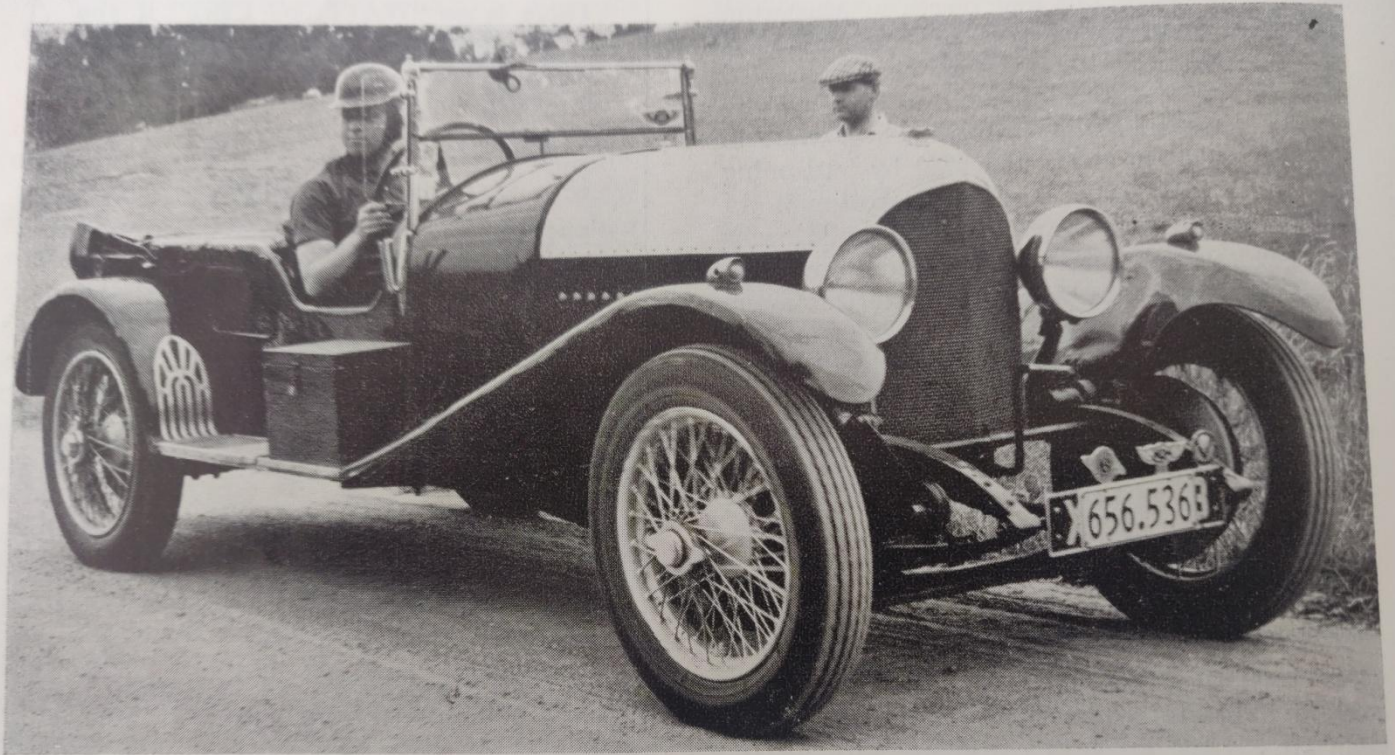
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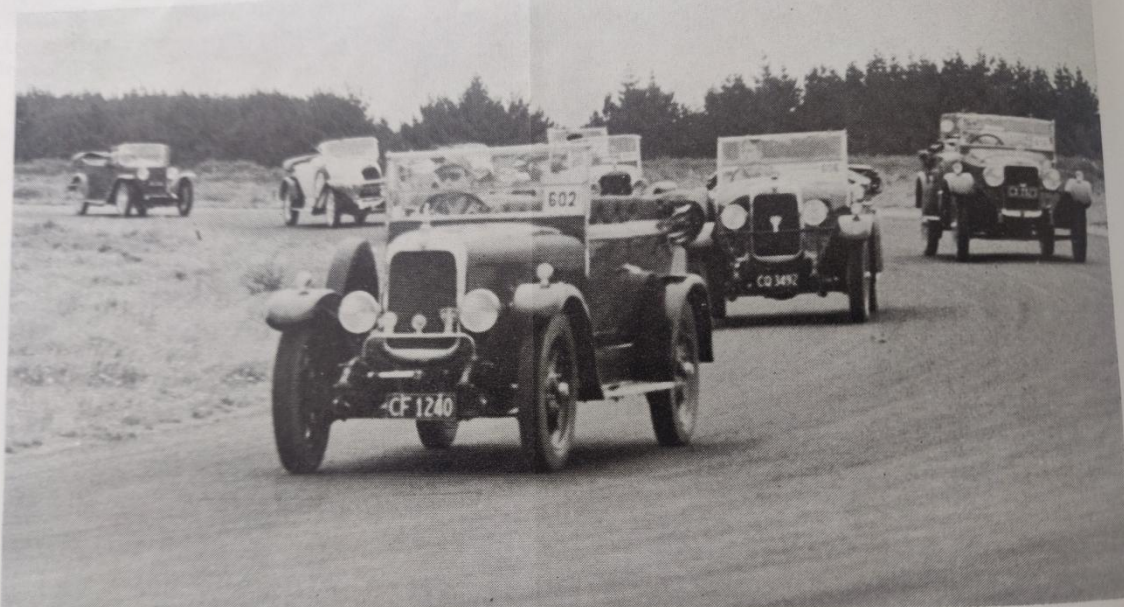
Dripfeed is usually thought of as a very conventional and indeed conservative publication, but the following advertisement shows that it was, in 1964, to the forefront of tolerance and inclusiveness. Not many other publications were going after the alternative sexuality market, but Dripfeed was there. As the ad said, "If you like to be different"....



(By courtesy P. Sanders)

Invermay Hill Climb—Dunedin 1964. Gavin Bain about to “take off.” Is that a new mascot or an envious bystander?

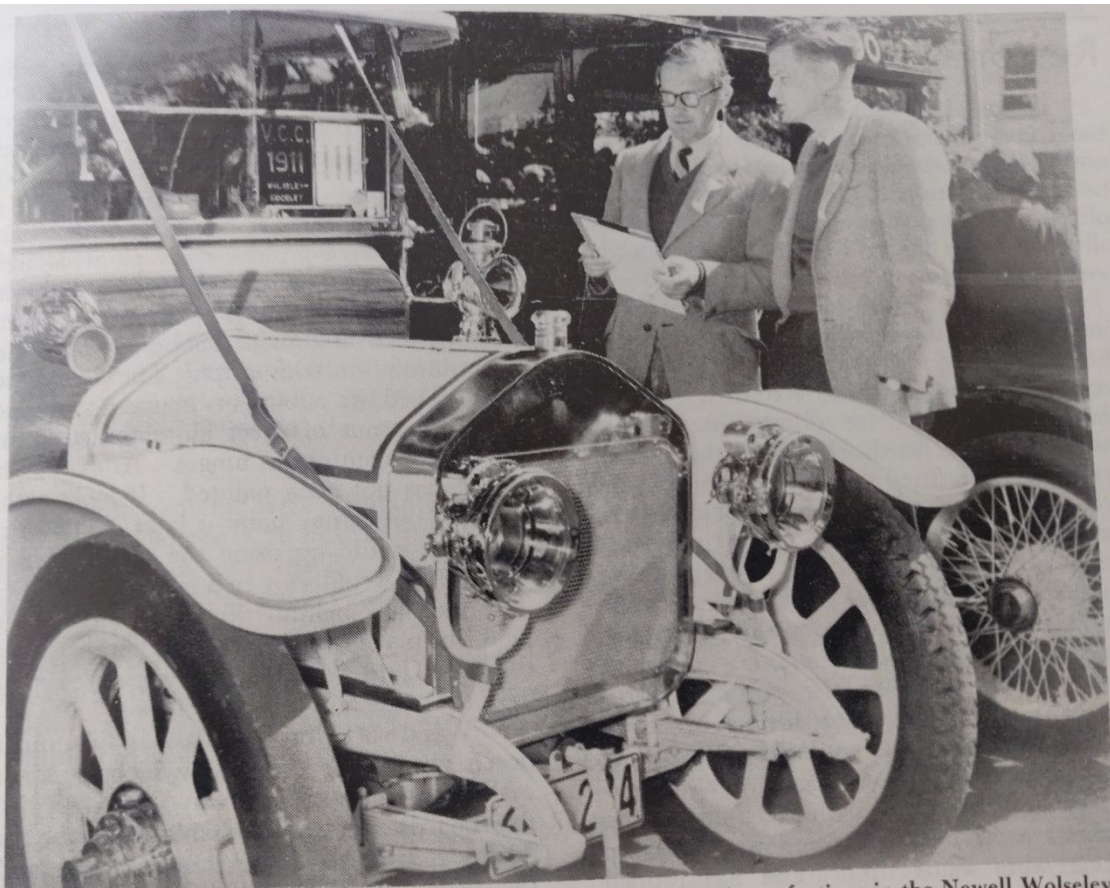
Both classics still motoring well



TERETONGA

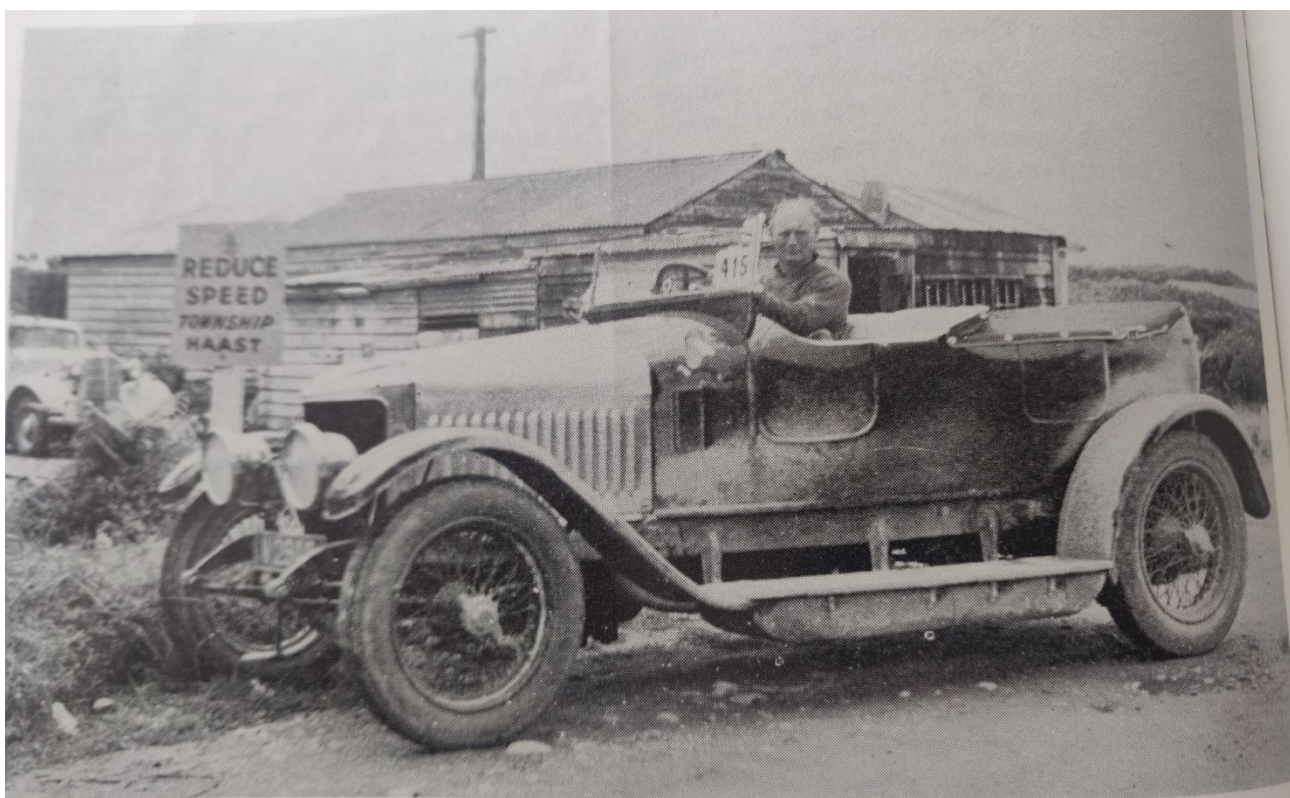
The light vintage “having a go” on the Teretonga track. Ken Wright’s Alvis leads Dray’s Alvis, Jordan’s Sunbeam, Jacobs’ Ansaldo, Duckworth’s Fiat, Chick’s Talbot Darrack and Shaskey’s O.M.

Photo No. 134/20



Judges Gib Pinfold and Gordon Sharpe have difficulty in finding imperfections in the Newell Wolseley-Siddley. (Jack again collected the honours.) (Photo by Ken Lloyd.)

Still in the Newell family



The Prince Henry at Haast—a long way from the splendour of Beaulieu.

Photo No. 25/