

"Dripfeed"

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

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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 14th of December.**
- We look forward to seeing you there. Supper is provided.

From the Editor:

As the jolly old festive season approaches, if you feel like a bit of a fa la la la la, do toddle along to "Waitahuna", on the main road at Governors Bay, home of Gavin Bain and Sharon Ballantyne, for the annual Christmas Carols sing a long. The Sumner Silver Band provides the musical accompaniment, the setting is remarkable, so bring along a chair and some provisions, and remember, don't sing with your mouth full.. Those nearby will not be impressed. The dulcet tones will start wafting from 6.30pm on Friday the 15th of December.

Committee members have not been overwhelmed by expressions of interest, to use a current employment phrase, from those wishing to take over the job of Dripfeed editor. It's not too onerous really, just a day or two a month when you have to do some organising and writing, and of course you have the chance to write what you like, something I've always found highly entertaining. Please get in touch with me or any other committee member to find out about the generous employment and remuneration package that is on offer.

The first Dripfeed editor, Lindsay Wogan, died recently. Lindsay really did set the tone for the branch when it first started, and as membership grew, so did the length and scope of Dripfeed. Lindsay had a very individual way of writing, and his equally individual sense of humour meant that no one was safe from his abundant wit. His motoring tastes were wide, with Riley and Vauxhall perhaps being his main choice, and he also raced a CAE Chev Sprinter, , and for which he constructed an impressive racing

history. After many years of editing Dripfeed, he retired to Nelson some years ago, but kept in touch with old motoring friends and their even older motors. The branch extends its sympathy to his family.

Welcome to new members **Andrew Roxburgh**: Citroen L12, Daimler DB18 Drophead Coupe, 1929 Dodge, 1936 Dodge, 1960 Rover P4, **Duke Elliot**: 1963 Porsche 356, **Ian Perry**: 1970 Ginetta, 1967 Sunbeam Stiletto, 1970 Sunbeam Imp; **Brendan Leach**: 1961 Morris Mini Cooper replica, 1953 Francis Barnett 197cc, Homemade Lotus 7 1986, 1990 Mazda MX5, **Derek Milne**: 1967 Jaguar Mk 2.

Future Events

New Years Day Picnic, Little River Domain, from 10.30am

The usual bunfight, with lots of cars and lots of people, and increasingly, too many non club eligible cars. Please don't come in your modern, and please tell others that if they don't have a club eligible car, park out on the road. The usual attractions, the Mainland Big Band, a lolly scramble, a sausage sizzle put on by the Little River Fire Brigade (cash only), and a chance to do the circuit of car and people watching. Gold Coin admission, which goes to the Little River Volunteer Fire Brigade.

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

Contact Trevor Kempton at natvet2024@gmail.com

National Vintage Only Rally, 5 -7th of February 2024, Blenheim.

Contact marlborough@vcc.org.nz for more details

The Pomeroy Trophy, 10th of January 2024, Ruapuna, from 10.00am

Entry forms will be sent out to previous entrants, but if you haven't entered before, contact Tracey for details.

Can "the shoddiest car ever built", the Jenson-Healey, in the hands of the strong silent Mike Crehan, win again? Or will he be pipped at the post by the "tail heavy, noisy, slow, fragile, leaky" De Lorean? The gull wing doors on the De Loreans had dodgy electrics, so occupants were often forced to climb out through the rear hatch. And do remember, competitors, that the two regulation size suitcases that some of you are so fond of, need to fit in the boot or on a luggage rack. Not in a slot behind the seat or on the passenger's seat. And it doesn't matter what they do in dear old Blighty, you're in NZ now. As the Official Suitcase Monitor, I look forward to applying the rules with considerable zeal. We will need help on the day with flag marshals, lap counters etc, so please come along not just to watch, but to help at one of our signature events. Be there at 9.30am please.

West Coast Scenicland Rally, 23rd of March

Details from westcoast@vcc.org.nz

South Island Easter Rally, Nelson, 29th March – 1st of April

Details from drivingbaby7s@gmail.com

Past Events.

Hawkswood Sprint.

We were well represented by branch competitors at this popular event, with David Owen in the family C Type Rep having the fastest time. The winner was Paul McCulla in his Peugeot 205 GTi, by about point something of a second from the big boys in their Porsches and other exotica. Size doesn't matter etc etc. Greg Noller in his MGA did a bit of vegetation exploration while testing the tensile rating of some fencing, but once a hunk of fence post was extracted from the front suspension, found that the main damage was to his pride. Another great day at the races.

HAWKSWOOD HILLCLIMB/ SPRINT VCC TIMES SUNDAY 12TH NOV

DAVID OWEN	JAGUAR C TYPE	1.12.34
KENT LARSEN	JAGUAR E TYPE	1.16.90
WILLIAM NOORDANUS	JAGUAR MKII	1.18.04
DON GERRARD	MISTRAL	1.20.60
GREG NOLLER	MGA	1.22.92
WILL HENDERSON	JAGUAR MK II	1.24.23
JOHN MCDONAGH	JAGUAR MK II	1. 25.74
PHIL BENVIN	JAGUAR XK 140 FHC	1.25.75
TIM EVANS	ALFA ROMEO GTV	1.26.35
JOE GILLMAN	'35 FORD V8 COUPE	1.27.73
MARK BARRETT	LOTUS 7	1.29.56
EVAN HENDERSON	JAGUAR MK II	1.30.98
PETER LEVERSEDGE	STUART V8 SPECIAL	1.31.11
TERRY CARTWRIGHT	MISTRAL	1.35.68



Rallye Monte Carlo.

A splendid time was indeed had by all, if the glowing compliments from competitors are anything to go by, and some teams have already been formed for the next one. "Now that I know what's involved", said Falcon driver John Gillman, "I'll do it properly next time", and that seemed to sum up the attitude of the new entrants. The new scoring system was slanted towards older cars doing well, and the results reflected that, with both the teams event and the individual winner being proper vintage cars.

The winning team was The Model A team, ably lead by Commander Andy Fox, who made sure the slackers in the team, Messers McCulla and Morrison, did what they were told, didn't get drunk, stuck to the plan and arrived on time. Not an easy task, but years of farming meant that mustering unruly creatures is second nature to Andy. However, observant readers will notice that the results that you read are somewhat different from those announced on the night. Our crack team of international auditors spotted the fact that one bit of results data was entered on the wrong line, and once corrected, meant that Vaughan Morrison had won, rather than fellow Model A team member Paul McCulla.

Given his excitable nature, Paul took this shattering blow rather well, but then realised that Vaughan hadn't driven the Model A in the driving tests, using works driver Maurice Wright instead, and felt sure he had discovered a loophole that would preserve his glorious victory. However, a hastily convened meeting of the Federation Internationale de l'Automobile ruled in favour of Vaughan, as most teams shared the driving, but did feel he should lose some points for the shoddy way in which he was dressed: his top half was formal and correct, the bottom half was bogan barby at Brighton.

Tony Haycock's third place was a pleasant surprise. Neither the Durant or Tony had a meltdown, both of which were always possible, he got in on time, and didn't stuff up the driving tests. Miraculous. And Team Jaguar from Dunedin also achieved the hitherto impossible by actually reading the instructions, all arriving on time and looking immaculate at the dinner. Amazing. John and Cindy Chamberlain in the imposing Silver Ghost could and should have won, as they got their points, did very well in the driving tests and had the age of their car on their side. But alas, they arrived five minutes late which negated all their good work.

The Concours de Confort was of a very high standard, the only disappointing feature being the lack of serious bribes. The Peter Cameron MGB was a symphony of yellow, both car and crew, and their sophisticated ablutions systems of grades of waste water were most impressive, given that most the other entrants had only a roll of loo paper. I loved the Thermette of John Rickard, the fabulous array of French food from Tim and Barbara Palmer, the toolkit of the Jon Haack Spitfire, and the tantalizing German beer hall costumes of the German team. Marvellous imagination from all entrants.

For many, the formal evening dinner was the highlight, especially because of the singing of the delectable Madame Coco, who had come straight from a season of Paris Merieilles at Lido Paris. Reliable reports suggest that the Monegasque ambassador was tres jealous. Organisers were very pleased that the sartorial standards are definitely improving, although new entrants That Seventies Show seemed to think it was a fancy dress costume event, but what else can you expect from Jag and Falcon drivers? Could do better, as our school reports always said.

This was the most successful Rallye Monte Carlo we have ever held, both in terms of the number of entrants, and the huge amount fun that everyone had, and the organising committee, lead by Don Gerard, deserve hearty thanks. Special thanks should go to James Palmer, who really has been the mastermind behind this event for the last thirty years, and tweaked the rules this year with such

success. The whole event epitomised what vintage motoring is all about, and was, to quote Madame Coco, "au dela de toute comparaison". *Photos courtesy of John McDonald and Don Gerrard.*



BANKS PENINSULA



CLUB CHAMPIONSHIP RACE SERIES POINTS TABLE 2023/24

ROUND FIVE–HAWKSWOOD HILLCLIMB, CHEVIOT 12/11/23

CLASS	RATING	NAME	VEHICLE	EVENT PTS	*CLASS POSITION	*OVERALL
Class A	2500cc - over	David Owen	C Type Jaguar	200	1	9=
		William Noordanus	Mk 2 Jag	160	2	12
		Kent Larsen	E Type Jaguar	130	3	6
		John McDonagh	Mk 2 Jaguar	110	4=	19=
		Joe Gillman	35 Ford Coupe	110	4=	16=
		Phil Benvin	XK140 Jaguar	100	6=	19=
		Evan Henderson	Mk2 Jaguar	100	6=	19=
		Will Henderson	Mk 2 Jaguar	100	6=	16=
		Peter Leversedge	Stuart V8 Special	60	9	25=
		*Graeme Hamilton	ACE 111			13
		*Bill Cowie	Spangeralli Holden			7
		*Paul Coory	CAR Sprinter			3
		*Stephen Aldersley	C Type Jaguar			9=
		Class B	1501-2500cc	Tim Evans	Alfa Romeo 1750 GTV	180
Greg Noller	MGA			150	2	12=
*Tracey Barrett	Lotus 23C Rep					2
*Don Ammon	Vanguard 6 Special					26
*Colin Hey	Wolseley 1800					14=
*Chris Read	Mistral TR3A					16=
*David Clearwater	Furore II					22
*Phil Thomson	Daimler Special					14=
*Bryan Ashworth	Daimler SP250					4
*Tony Steer	MGB Roadster					23
Class C	0 – 1500cc	Don Gerrard	Mistral	150	1	8
		Mark Barrett	Lotus 23B Rep. / 7 Series 1	130	2	1
		Terry Cartwright	Mistral	60	3	25=
		Des Ward	Austin A35	50	4	27
		*Paul Tayler	Mistral	-		11
		*Maureen Cowie	Shadetree Special			24

FASTEST VCC Time of day:

David Owen 1.12.34

*Incl. points from previous rounds

Entries out now for:

ROUND Six–Josephville Hillclimb, Gore 26 November 2023,
Contact Don Gerard for more details



and the winner turned out to be ...Vaughan Morrison and crew.



Concourse de Confort winner, tres jaune



Monte Carlo Rally 2023 Results

Place	No.	Entry	Car	Year	Towns	Passengers	Lateness	Condition	Driving Test 1	Driving Test 2	Year	Total	Team
1	29	Vaughan Morrison	Ford Model A	1930	300	30	0	0	-4	-7	-6.67	312.33	Team Ford Model A
2	24	Paul McCulla	Ford Model A	1931	300	10	0	0	-2	0	-7.00	301.00	Team Ford Model A
3	9	Tony Haycock	Durant Six 66	1929	300	20	0	0	0	-22	-6.33	291.67	Horsepowermen of the Autopocalypse
4	13	Andy Fox	Ford Model A	1930	300	20	0	0	-13	-11	-6.67	289.33	Team Ford Model A
5	31	Craig Keenan	Jaguar MK1	1966	300	30	0	0	-10	-21	-18.67	280.33	
6	7	Michael Crehan	REO Wolverine	1928	300	10	0	0	-14	-15	-6.00	275.00	Horsepowermen of the Autopocalypse
7	21	John Gillman	Ford Falcon	1970	300	30	0	0	-15	-30	-20.00	265.00	That 70s Show
8	37	Cameron Shipley	VW Beetle	1967	300	10	0	0	-30	-3	-19.00	258.00	
9	38	Elliott Duke	Porsche 356	1963	300	10	0	0	-9	-30	-17.67	253.33	
10	10	David Newbury	Fiat 124 Sport Spider	1975	300	10	0	0	-30	-15	-21.67	243.33	
11	28	John Rickard	Jaguar MK1	1964	290	10	0	0	-30	-11	-18.00	241.00	Stiff Upper Lips
12	25	David Whitfield	Jaguar XJ6	1970	300	20	0	0	-30	-30	-20.00	240.00	That 70s Show
13	5	Graham & Cheryl Taylor	Morris Minor	1963	290	10	0	0	-30	-24	-17.67	228.33	
14	22	Rod Pemberton	Lotus Excel	1983	300	10	0	0	-30	-30	-24.33	225.67	
15	1	Kevin Cameron	Triumph T Car	1990	280	0	0	0	-30	-3	-26.67	220.33	
16	12	John McLachlan	Austin Healey 100/6	1959	240	10	0	0	-8	-7	-16.33	218.67	Stiff Upper Lips
17	4	Peter Cameron	MG8 GT	1974	270	10	0	0	-30	-18	-21.33	210.67	
18	18	Josie Morrison	Mazda MX5	1990	290	10	0	0	-11	-18	-26.67	204.33	
19	11	David Oakley	Austin 12 Clifton	1926	290	10	0	0	-30	-25	-5.33	199.67	Stiff Upper Lips
20	33	Praser Keir	Ford Escort 1300	1973	210	10	0	0	-1	-1	-21.00	197.00	
21	32	George Keir	Alfa Romeo Spider 1750	1968	210	10	0	-5	-3	-2	-19.33	190.67	
22	17	Tim Riley	Rover 90	1956	210	10	0	0	-16	-27	-15.33	161.67	
23	2	Julian Ball	Alfa Romeo 8C 2300 (Rep)	1931	210	10	0	0	-30	-30	-7.00	153.00	
24	20	Jon & Gerladine Haack	Triump Spitfire	1970	170	10	0	0	-5	-10	-20.00	145.00	
25	23	Ross & Wendy Hamilton	MG Roadster	1964	190	10	0	0	-6	-13	-18.00	123.00	
26	19	David Hunter	Jaguar MK1 3.8	1966	190	10	0	0	-30	-5	-18.67	106.33	Team Jaguar
27	27	Paul Coghill	Jaguar MK1	1956	170	10	0	0	-30	-30	-15.33	104.67	Team Jaguar
28	26	Boyd Wilkinson	Peugot 205 GTi	1987	190	10	0	0	-30	-14	-25.67	70.33	Team Jaguar
29	16	Tim & Barb Palmer	Citroen 2CV	1959	120	10	0	0	-30	-30	-16.33	53.67	
30	40	John McDonagh	Jaguar MK1	1964	90	10	0	0	-30	-15	-18.00	37.00	
31	8	Andrew Roxburgh	Citroen 12	1937	70	10	-9	0	-30	-7	-9.00	25.00	
32	6	Andrew Bain	Rolls Royce Silver Shadow 1	1972	30	10	0	0	-30	-6	-20.67	-16.67	
33	34	John Chamberlain	Rolls Royce Silver Ghost	1915	300	20	-300	0	-30	-26	-1.67	-37.67	
34	36	Andrew McGuire	Sunbeam	1928	290	0	-250	0	-12	-23	-6.00	-41.00	
35	3	Russell Greer	Holden Torana XU1	1973	290	10	-250	0	-7	-30	-21.00	-48.00	Horsepowermen of the Autopocalypse
36	35	Richard Moody	Bentley 3 Lit	1927	290	0	-250	-5	-30	-18	-5.67	-58.67	

Grand Prix d'Equipe

Place	Team	Avg. Score
1	Team Model A/Ford	300.89
2	That 70s Show	252.50
3	Stiff Upper Lips	219.78
4	Horsepowermen of the Autopocalypse	172.89
5	Team Jaguar	93.78

Concours d'Confort

Place	Entrant	Score
1	Peter Cameron - MG8 GT	68
2	Tim & Barbara Palmer - Citroen 2CV	67
3	Elliott Duke - Porsche 356	60