

# "Dripfeed"

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

VOLUME 46, No 1 FEBRUARY 2023.

Editor:

Michael Williams 10 Selwyn Parade Lyttelton  
Ph 328 8043, email [mimiandmichael@yahoo.co.nz](mailto:mimiandmichael@yahoo.co.nz)

Club Officers:

Chairman: Craig Keenan 322 1006  
Secretary: Ron Hasell 942 1105

Branch Address: 27 Showgate Ave, ChCh 8042  
E-mail: [bankspeninsula@vcc.org.nz](mailto:bankspeninsula@vcc.org.nz)



## **Noggin & Natter: 2<sup>nd</sup> 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 9<sup>th</sup> of February**
- We look forward to seeing you there. Supper is provided.

## **From the Editor:**

I've just returned from the Euromarque Motorsport Park, known to the rest of us as Ruapuna, where I enjoyed watching one of the largest VCC fields we've had for years. There were twenty eight entrants battling heroically for fame and glory, and there was some entertaining racing. Mark and Tracey Barrett in their Lotus 23 B and C Replicas were the best battlers and finished the weekend with two wins each, with both claiming that they let the other one win for the sake of the marriage. Another married couple were Bill and Maureen Cowie, who did not have to face such marital conundrums, as Bill's Spangeralli Holden was somewhat faster than the recently purchased and very carefully driven Shadetree Special Mk 2 driven by Maureen, who was having her first drive on a track, and finished the day with a big grin. The couples that race together stay together could be our new club motto.

Newish member Neil Kay had the Malloch Mk 4 going beautifully, and Dallis Yeats, MGB, Tony Steer, MGB, and Tim Stace, Austin Healey 3000, all in completely standard cars of course, had some good tussles. Russ Haynes, Holden Special and Graeme Hamilton, Ace 111, swapped places all weekend,

and Paul Coghill, Jaguar Special, showed a variety of skills by causing the biggest dust cloud of the weekend, and then superb opposite lock drifting round the sweeper.

It was good to see Grant Kern in his MG TD with cream cracker colour scheme all the way down from Pukekohe, and running well in the middle of the field. Grant carries on a fine tradition of MG owning serial liars by insisting the TD is bog standard, even though he was comfortably ahead of the hotrod MGBs.

The car of the day for me was the 1957 Austin A35, driven by Kristopher Ward and owned by his father Des. The car has been in the family for decades, after being owned by David Craw and Bob Stewart.. It's wonderfully shabby and original, and Des said it's on it's sixth motor (1275 BMC) and seventh gearbox. Des, a Timaru boy, has raced all sorts of cars, (Chev Coupe, Vauxhall etc), over a long and distinguished career and had brought the car down from Masterton.

In a surprise announcement, I can reveal to a shocked readership that the BP branch now has a clubroom. Yes, we have succumbed to peer pressure and bought a tent without any sides, known as a gazebo or a gazpacho or something similar. And in another rash act, we have bought a barbeque. So now we have property we will of course need a Property Committee who will need to meet regularly, and talk about depreciation, storage fees, maintenance and so on. Gavin Bain and Peter Croft have expressed interest in these important roles.

The barby and the tent were used for the first time after the racing each day, and grateful drivers were able to congregate 'midst sausages and cooling drinks while justifying their failure to win. Brian Smith showed considerable bloke like barby skills and Don Gerard and Kelvin Brown acted as commis chefs as the multitude were fed and watered.

In another startling revelation, it can be revealed that Thomas Palmer has bought a Citroen, thus bringing to three the number of BP committee members who own these superior cars. Clearly a post Brexit style takeover is imminent, as British cars inevitably lose their appeal.

Welcome to new member Rochelle Ealam, with a 1972 MGB GT

Over the weekend at Ruapuna I had the pleasure of meeting Leo Leonard, one of New Zealand's most talented drivers. Leo was part of the Timaru Mafia of Ernie Sprague, Leo , Graham Richardt, Des Wild etc who achieved amazing results at a national level for many years, in both circuit racing and endurance events at Pukekohe. Leo went on to compete at Bathurst eight times over his distinguished career. I was aware that he had raced a Citroen at the Waimate Street Race in 1959, and asked him if he remembered. "I certainly do," he said. "It was a Light 15, it was a handicap race, and it's the only race where I started first and finished last!"

## **Future Events**

**National Veteran Rally, 24<sup>th</sup> – 26<sup>th</sup> of February 2023.**

To be held at Tuakau, Franklin, 56 km south of Auckland. Enquiries: [barrybirchall@xtra.co.nz](mailto:barrybirchall@xtra.co.nz)

**West Coast 40<sup>th</sup> Anniversary Rally. Saturday 25<sup>th</sup> of March.**

For details and an entry form contact Zoe Gough at <gen4use@gmail.com>. Check the date as the one sent says it's on the 23<sup>rd</sup>, which is a Thursday. The 28<sup>th</sup> of February is the closing date for entries.

There are no dates for our next events at this stage, but do be aware that this is the year of the Rallye Monte Carlo. As always, it's to be held at Show Weekend, so accommodation bookings in Akaroa do need to be made. Some motels aren't so keen on one night bookings, so do get in early.

## **Past Events.**

### **Little River Picnic, New Years Day.**

Very much a quantity not quality year, as there were approx 360 cars, a record for us, of which eighteen were proper vintage cars. It does bring into question the idea of limiting numbers in some way, or not allowing non club eligible cars in. The Jaguar club, for example, wrote us a very nice letter asking if they could come, and when they did, of the approx 30 Jags that were there, perhaps 5 were club eligible. Another individual had a display of scrambler motor bikes, and there were a number of electric cars in the grounds too. Some members don't mind this mix, others mind very much indeed, so the committee will discuss it at their next meeting.

### **The Pomeroy Trophy, 11<sup>th</sup> of January.**

I wasn't able to be there to observe what was another record entry for one of our important events, so Don Gerard has provided a report. However, I feel obligated to make a few salient points, particularly in view of the fact that the first three places were filled by hybrid hotrods. In class A, the Pomeroy trophy, Mike Crehan in a Jensen- Healey was first, Jarrod Dacombe in a De Lorean was second, and Gregor Kaiser was third in a Triumph 2000. The Jensen-Healey had in fact won the Pom many years ago, driven by George Henry when car and owner were both a good deal younger. The cognoscenti did agree that a Jensen-Healey lasting over twenty years without rusting to death was impressive, and they were equally impressed that the Vauxhall Viva steering assembly hadn't failed at critical moments, as they were prone to do. So in spite of some desperate changes to the original specs, some grudging respect ought to go to the Velcro Special, and to driver Mike Crehan, who managed to stay out of the Mapua Pie Shop long enough to still fit his overalls and thus reduce the unsprung weight. The De Lorean has had fuel injection added instead of its unreliable carburettors and the Triumph had wide wheels, so I tend to think that Mr Pomeroy would not have been amused by these variations. Whatever happened to standards etc etc.

### **Don Gerrard's Report**

An overcast and warm January Wednesday at Ruapuna, twenty-five cars are already in the pit area and being prepped for competition and it's only 10.30 am. Clip-boards, tape-measure and the two 'infamous' suitcases begin their rounds with the Scrutineers and Pomeroy Officials and yet more competitors arrive - now thirty-eight, some steeds even on trailers. A very cosmopolitan array of vehicles begin to assemble - British 24, French 3, German 3, Japanese 3, Italian 2, American 1, NZ 2. As usual, there's a frantic search of the instructions by entrants - questions and more questions but no answers forthcoming. - keep calm and carry-on, as vital decisions are made to save as many valuable points as possible - shall the spare wheel be sacrificed for that extra suitcase - should I leave the hood erected? The devious rules of Laurence Pomeroy were now being tested to the full and at driver's briefing, all are reminded to 'Listen, I will say this only once!'

The first event, the Standing Quarter Mile sprint gets underway, and everyone has a trouble free-run, except the Moore Cooper S which coughed and spluttered down the course and unfortunately never really got on song during the day - a lack of use perhaps?

FTD went to the Ford Sierra Cosworth by just point one of a second from the Peugeot 205GTi.

With calmed nerves the second event against the clock, the Flying Quarter sees some impressive performances and even the two oldest vehicles were slugging it out with very respectable plus 40mph times, but again the Cosworth just nipping in under the magic 'ton' figure. The Dacombe DeLorean sounded business-like but was only 1mph quicker than the family E-Type Jaguar.

In Europe, on the downhill slopes, it would be called a Slalom but here on the flat in NZ we refer to it as a Wiggle-Woggle. Over a quarter-mile distance, chicane cones are placed to the left and right of the circuit to be negotiated at speed and what a contrast in driving techniques we witnessed to avoid clouting any of those orange plastic annoyances - so much so that one of our time-keepers had to take evasive action from an out of bounds Alfa Romeo.

The Braking Test was a chance to retain some 'easy' points and with the compulsory erection of hoods for those open tops, what could be easier than to stop between two cones? Which set of cones seemed to confuse some with a variety of stop-and-start maneuvers within the stopping zone, others put on a great show of tyre screech and burnt rubber, whilst a few including a rapid MGA continued through the finish line, still with all four wheels locked up - bugger! And it was too much of a shock for the Sierra Cosworth, which couldn't engage any gear to move away from the finish - probably a clutch problem and was retired for the day.

The penultimate discipline of the day's activities was the Regularity Laps. Split into two groups determined from performances of the previous events, each driver & vehicle had to record an allocated number of laps within a twenty-minute period, using the 'dipper' section on a shortened Ruapuna track. "It is not a race" was the instruction from the Clerk of the Course at the briefing, but already a red mist - or pink haze, began to fall as the first group lined up on the grid. The Mercedes 190 had a dainty pirouette whilst the likes of the Renault Dauphine and the pretty and rare MKI Turner serenely took to their task. Tim Palmer was literally in a class of his own in the 2-wheel-braked Fiat 501 Tipo which ran with precision all day, unlike some more modern machinery with technical problems still to be diagnosed. Interestingly, only one car made its lap target.

Another Pomeroy Trophy had almost come to an end but to qualify for the completion of the event, those still standing made their way under their own power via route instructions to a hostelry in Lincoln for the provisional announcement of results. Those vehicles trailered or without a current Rego or Wof would not be included in the final results.

Final honours after judges' deliberation with penalties and corrections made, were well shared with the Palmer Fiat deservedly picking up the Darracq Trophy. The Hagit Award for Class B; Paul McCulla Peugeot 205GTi, 2nd Tracey Barrett Lotus Elan, 3rd Fraser Kear VW Golf MkII. So, who this year took out the prestigious Pomeroy Trophy for the most ideal Touring Car? - shock, horror a British Marque with Mike Crehan's Jensen Healey, 2nd Jarad Dacombe DeLorean, 3rd Gregor Kaiser Triumph 2000 MkII. The Triumph also took home the Sharp Family Trust Trophy for the entrant that best epitomises the spirit of the event.

Another great day's track fun and entertainment and a big thanks to all the organising committee and helpers that made for another Pomeroy success. Unfortunately, the sad news is that on the return trip home, Phil Benven encountered a fire in his beloved Jaguar XK140 which caused considerable damage to the car - all our worst fear. Look forward to seeing the car back in action soon Phil.



**Talbot Sunbeam Lotus, in action, Craig Pidgeon peddling hard**



**Gregor Kaiser making the most of his illegal wheels**



**Don Gerrard contributes to climate change**



**German precision? A meandering Mercedes**



**Fiat 501 about to overwhelm Morgan 4/4**



**Factory original Pug catches air**



**Racy Renault harried by tidy Turner**



**The field nervously awaits....**

**Photographs by John MacDonald**