

"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 13th of July.**
- We look forward to seeing you there. Supper is provided.

From the Editor:

This noble branch of ours was set up in August 1978, based on the premise that a Vintage Car Club branch should not own buildings, but devote time, funds and energy to driving and maintaining vintage cars. Let other branches have gardening committees, afternoon tea ladies, trophy polishing meetings, sausage roll purchasing officers and so on, the Banks Peninsula Branch would remain pure and unadulterated and not stoop to such plebeian pursuits, and for the last forty five years that has indeed been empirically demonstrable.

However, it is my solemn duty to report that Bob Dylan was right and the times they are a changing. The club has recently embarked on an orgy of spending, and has bought a barbeque and a gazebo/tent like structure. Our normal storage facility where we keep these priceless assets, plus our Balcain markers and collection of cones for Hadstock etc for the last twenty five years is no longer available, and there were no committee members with a spare garage in which to house our growing asset base, as financial analysts would say. So we have boldly gone where no committee has gone before, and rented a container in the depths of Wilsons Road, (the dodgy end). Once The Founding Fathers have finished spluttering into their G and T, they might well feel we do in fact have a clubroom and compose furious letters of indignation. Others might see it as a pragmatic way to solve a problem, and the branch can certainly afford the monthly rental.

We feel a name for our new premises might be helpful and we are open to suggestions. At this stage "The Croft" is the frontrunner, although Dunromin, Dunrobin and Thistledome are under consideration. Louise Russell is thinking of setting up the Afternoon Ladies Begonia polishing group,

Beloved Leader cuts the ribbon at the Croft (sponsored by Volvo).



to brighten the immediate area, and we are open to other suggestions for yet another subcommittee.

You might have noticed that Tracey Barrett, our new and highly efficient secretary, sent out a survey recently so that the committee gets a better idea of what sorts of activities members want. Thus far about seventy out of our two hundred and sixty six members have responded, and we'd really like some more replies.

In the last issue I mentioned the Pie Warmer Special. For those of you who don't go to the Irishman Creek rally, you won't have seen this distinguished car, a 1928(?) Chrysler Special, which was originally owned by Greg May's grandfather in deepest Southland. It's had a few changes, to be tactful and that includes a cunning device/ box like thing on the manifold into which food can be placed for the purpose of slow cooking. Quite clever and remarkably effective. However on the way home from Irishman, the Pie Warmer Special shat itself comprehensively, to quote roving reporter

Garry Moore, so young Greg is faced with a jolly old rebuild of all moving parts. Who knows, he might even put some original parts back, given the only original things at this stage are the doorhandles.

Another last issue follow up involved the two photos of the Citroen Special at Mairehau in 1953. I received an email from Peter Rollinson, who is the nephew of long time member Ellis Shier. One of the mechanics in the photo, clad in white overalls and tie, was Peter's father Neville, who owned the garage at Sefton. As a very young pupil at Sefton School, Peter remembered the Citroen Special doing speed trials past the school at lunchtime, while the pupils stood at the fence watching and cheering. The Citroen was geared to do close to 100mph on the back straight at Wigram and was probably getting close to that down the Sefton Straight, quite a decent speed for the early 1950s.

Giles and Rosie Gill have been tootling round the UK and spent some time with Rosie's sister in Scotland, and they had the thrill of having a ride in her new Citroen Ami, an all electric car that looks a bit like a currant bun and is the same front and rear. With a top speed of a neck snapping 28mph, the family call it Dick Turpin, because it's always holding up things on the highway. Quelle horreur...

Branch member Mark McFadden, until recently owner of the famous single seater 260M Zephyr, is very unwell and is undergoing expensive medical treatment. His family wonder if branch members might want to contribute to this treatment by going to the following Give a Little link.

<https://givealittle.co.nz/cause/mark-mcfadden-lung-cancer-treatment>



Future Events

Mid Winter Awards Lunch, Tai Tapu Hotel, Sunday 27th of August.

This year we have some long service awards to give out. Donald Wright, that most famous son of Annat, and the lucky organiser of the 2024 Irishman Rally gets his fifty year award, and might want to give a rousing speech, or more importantly plead with people to give him a hand with organising Irishman. Two of the four Pidgeon boys, Michael and Craig, will receive their thirty five year awards. Michael assures me he will not be making a long speech, and I'm not sure about Craig. Surprisingly, some people don't seem to enjoy public speaking. Odd isn't it? Details re payment etc next issue.

National Commercial Rally, Wanganui, Labour Weekend

Contact Wanganui @vcc.org.nz

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 have tweaked 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. It will be all about cunning and ingenuity, and reading the rules carefully, rather than driving flat out for hours and hours. 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. We already have a lot of interest, with the intrepid MGA team from the North Island registering their intent. Perhaps this year they will have the correct headlamp bulbs, and a lot more bribe money.

As at this week, we have thirteen entries, ranging from the sublime, a veteran Cadillac, to the ridiculous, a Morris Minor. All are welcome of course, and hitherto badly dressed entrants assure me that dinner suits have been organised already. Make an effort to get your early bird entry in by the end of July and save \$25! What a bargain.

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

Contact Trevor Kempton at natvet2024@gmail.com

Past Events.

The Night Trial.

Quite a good turn out this year, with Gavin and Hamish Bain in their Morgan with the hood down on a cold damp night showing their rugged Scottish heritage. Coventry was represented by a couple of Mk 2 Jags and the cosmopolitan nature of the branch was demonstrated with cars from Germany, Sweden, USA, UK and Japan. Following instructions is indeed a trial for some, whether it's night or day, and it was fascinating to see Team Bain and Team Gemmell get the first instruction wrong. Another instruction involved noticing a bloody great war memorial in a fairly obvious place, but this was missed by alarming numbers of entrants. The Keenan Jaguar fell prey to Lucas Prince of Darkness problems when the regulator stopped regulating almost straight away so Craig struggled home and got his modern. The McDonagh Jag had the same fate of a de regulated regulator, but at least it kept going until about two minutes from the destination.

There were fourteen questions to be answered en route to the Kirwee pub, now known as Thirsty Acres, a nod to the pre irrigation state of the soil in the district, and we were very impressed with both the food and the service. As some of us entered the pub, a great burst of cheering greeted us, and in my modest way, I was suitably gratified, presuming they were Dripfeed readers. Alas, this was not so, as the Crusaders had just beaten the Chiefs in the Rugby Final, and the crowd did indeed go wild. Morris, Anita and four year old Esme Wright, bravely driving a series three Land Rover, were the winners, with thirteen out of fourteen, and James and Jane Webb in their Saab convertible were a close second. Digby Gemmell, in his trusty Graham Paige, did eventually get there, and won the prize for having the oldest car. Many thanks to Michael Pidgeon for setting such an entertaining route.

The Balcairn Trial.

With torrential rain falling in Christchurch on the morning of this wonderful event, some of the registered entrants rather pathetically stayed home, and only fifteen cars and twenty four entrants turned up to battle the elements and each other. It wasn't raining at the Fleming farm, although overnight rain had made the courses a good deal wetter than they had been when we set it up the day before.

The consensus was that this was indeed a wet year, and as with all wet years, once the first five or six cars have been through, the remaining cars do struggle. Flemings Flanders, the first and longest course is a forty point route and Thomas Mauger, first away, scored an unbeaten thirty five, with a number only a few points behind. The second course, Scotland's Joy, had turned into a bog overnight, and many scored only two or three, but the light cars got through the early swampy bits, with quite a few creating deep ruts en route to the summit. Jason Roberts, in the A7 Hawke powered his way exuberantly to the top in splendid style, but alas and alack, he zipped when he should have zagged at number three and needed the support of a highly qualified team of trauma specialists to get him through a period of intense grieving.

Jelfs Shelf, was a bit less shelf like this year as we thought the titular shelf was too slippery, so we put in a nasty little stream crossing that got deeper and muddier, and stopped quite a few cautious drivers, when caution wasn't needed at all. The Land Rovers were kept busy, as very few got far up the final slope, and just what the devious organisers had hoped for.

Newell's Nemesis commemorates a moment many years ago when John Newell charged the final slope in the family Vauxhall 30/98, with three passengers desperately bouncing. He got to eighteen and then, with brakes fully applied, the 30/98 began, with increasing speed, to descend the hill backwards, passing through a gate and stopping a horrifyingly short distance from the edge of quite a decent drop which would have done car and passengers no good at all. We've put in a dog leg since then, with a fence. This year, if you got round the hairpin, we put in a Stop Start, one of John's favourites, on the final slope, and this was indeed the nemesis of all concerned except for Avon Hyde in the BMC Special, who was able to continue with forward motion when the red flag was raised.

The Sandpit was short and sharp, through the bottom of a moderately dry pond, but with a steep pull at the end, which a reasonable number cleared. Peter Thwaites, in the aptly named E Type Cockroach, managed his one and only twenty, with the help of a benevolent marshal, and joy was indeed unconfined, as stock in neighbouring farms stampeded wildly to escape the cacophony. The E Type Cockroach is an interesting mixture of various anonymous donor cars, and as a consequence one side is an inch longer than the other, making half the car eligible for the long wheel base class. Peter has tried to stretch the offending side, but the Velcro won't budge.

The final event, Fendalton Road, was also the wettest and muddiest. You had to navigate the swamp and then attack a steep and slippery hill. As always, the first few cars did well, but the ruts in the swamp deepened, and the Land Rovers work rate increased considerably. Great spectator appeal though, and the only one to get twenty was that man from Greymouth, John Fowler in his A7 Special. John's been a Balcairn supporter since day one, something we greatly appreciate, and over the years both John and his cars have got faster and lighter, and his success at what was a very tricky final course was a suitable reward for many years of patience and determination.

As predicted Thomas Mauger was the winner, making it three years in a row that The Old Boot has been in pride of place at his home. John Fowler has his best year ever, and was only a few points behind in second place, with Brad Govan in the A7 Hawke in third, Brad also won the road registered

class. Warwick Marshall usually turns up in a different creation, and this year was no exception, with a Ford 10 based thing that earned Warwick a couple of prestigious awards, the Best Blue Car award, and the Muddiest Driver award, earned because he got stuck in the muddiest bit in every event. Peter Sidey was competing in his second Balcairn, in a spectacularly uncompetitive A7 thing, but I really liked his attitude when he saw the score sheet. "I wasn't last!!", he bellowed triumphantly, "I achieved my goal!" and that really summed up a very enjoyable day.

As always, our grateful thanks to the Land Rover Club, under the capable and responsible leadership of Pete. We couldn't do it without you.

BANKS PENINSULA



Just 8 weeks to the 2023/24 Season –
Details of the new Championship Series
Announced next week which starts
Sat, 2nd September , Levels Timaru.





So, do you come here often?



The victorious Mauger



Can't the paparazzi ever leave me alone?



Victory!

Many thanks again to John MacDonald for his evocative photos



The best blue car of the day



Splash and dash

Balcairn 2023 Results

Number	Name	Make	Short/Long	Registered?	Class	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Total	Overall Rank	Class		Class Rank
														A	C	
1	Robert Trompeter	Austin 7	Short	No	C	3	0	4	7	3	5	22	19			16
2	Thomas Mauger	Austin 7 Special	Short	No	C	35	20	20	15	20	19	129	1			1
3	John Fowler	Austin 7	Short	No	C	33	19	15	15	20	20	172	2			2
4	Allan Gilles	Austin 7	Short	No	C	33	0	4	9	19	5	70	15			13
5	David Bright	Austin Special	Short	No	C	32	1	14	15	19	12	93	7			5
6	Jason Roberts	Austin 7	Short	Yes	A	32	2	15	15	17	15	96	5	2		
7	Kevin Mercer	Morris 8	Short	No	C	33	1	9	15	19	11	88	10			8
8	Richard Topliss	Ford 10 Special	Short	No	C	33	2	4	15	20	18	92	8			6
10	Peter Thwaites	Morris 8 Cockroach	Short	No	C	30	0	16	9	19	11	85	11			9
12	Morgan Dacombe	Morris 8	Short	No	C	20	0	15	8	18	10	71	14			12
14	Warwick Marshall	Ford Special	Long	No	D	15	0	9	8	0	5	37	18			1
16	Avon Hyde	Austin Special	Short	No	C	32	1	17	17	20	5	92	8			6
17	Griffin Tucker	Austin 7	Short	No	C	20	1	15	15	18	12	81	12			10
18	Irad Govan	Austin 7	Short	Yes	A	37	20	17	15	18	12	119	3	1		
19	Andre Kraenzlin	Morris 8	Short	No	C	20	1	9	15	18	5	68	16			14
20	Linda Topliss	Ford 10 Special	Short	Yes	C	35	17	16	15	20	13	116	4			3
22	Gordon Dacombe	Morris 8 Cockroach	Short	No	C	32	0	4	11	20	7	74	13			11
24	Jared Dacombe	Morris 8	Short	No	C	29	1	15	15	20	15	95	6			4
25	Peter Soley	Austin 7	Short	No	C	17	0	4	11	14	5	51	17			15

Classes

- A Standard Car. Short wheelbase - 90 inches or less - with registration and WOF.
- B Standard Car. Long wheelbase - Over 90 inches - with registration and WOF.
- C Trials Car. Short wheelbase - 90 inches or less - These are strictly off-road vehicles.
- D Trials Car. Long wheelbase - Over 90 inches - These are strictly off-road vehicles.