

"Dripfeed"

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

VOLUME 46, No 5 JUNE 2023.

Editor:

Michael Williams 10 Selwyn Parade Lyttelton
Ph 328 8043, email mimiandmichael@yahoo.co.nz

Club Officers:

Chairman: Craig Keenan 322 1006
Secretary: Tracey Barrett 027 3442301

Branch Address: 27 Showgate Ave, ChCh 8042
E-mail: bankspeninsula@vcc.org.nz



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 8th of June.**
- We look forward to seeing you there. Supper is provided.

From the Editor:

The AGM was relatively well attended, and there are a few changes on the committee Pat O'Connell has retired after 13 years of devoted service to the branch, where his expert scrutineering at many events over the years was greatly appreciated. Another momentous change is the role of secretary, where Ron Hassel has also retired, after many many years of faithful service. Doing both the secretary/treasurer roles is quite a workload, which Ron has performed with distinction. Ron intends to stay on for a year as the competitions secretary, and also treasurer, to give our new secretary Tracey Barrett some time to understand the inner workings of the branch, and to build up some tolerance of being in a room of grumpy old men once a month. To ease the transition, Tracey's husband Mark has also joined the committee, and like Tracey, he's remarkably young. Tracey and Mark are Lotus fanatics, with an impressive collection of those clever little cars. Both very competitive people, Tracey and Mark are still determined to find a way to accommodate two Pomeroy sized suitcases on one of the Loti. They used to have matching Citroen Ds, but found them to be too complex and intricate, so settled on Lotus as a more simple marque. Hmmm.....

Welcome to new members Julie and Bruce Reid, who own a 1965 Sunbeam Tiger, a 1971 Sunbeam Rapier H120, a 1980 Ferrari 400 I.A. and a 1971 Honda CB 750. We hope to see you at an event soon.

The 69th Irishman Creek Rally over Kings Birthday Weekend was the biggest yet, with 197 cars, 105 of which were Model A Fords. It really has become a victim of its own success, and some old hands

felt it was too big, and created a smaller event of their own. The Highland Fling in the North Island limits entries to 100 on a first in first served basis, and there was some talk over the weekend about that. But the demand for this sort of motoring is clearly very strong, and to limit numbers would be counter productive to the VCC movement. Although it's a bit hectic at the start, the field spreads out quite quickly, and small sub groups form easily.

The run this year left Rangiora and went over the surprisingly long Okuku Pass to the Okuku River, which was able to be crossed quite easily, although at some stage the Macguire Sunbeam, with three beefy sons of the soil plus driver on board, did leave a portion of its exhaust system behind. Those following marvelled at the fact that the bung in the Sunbeam's petrol tank wasn't knocked out, as some of the approaches to the many fords had quite a steep drop. The route took us through Lees Valley and out to Oxford and thence to the Sheffield Pie Shop where many stopped for lunch. After that the route to Geraldine was fairly predictable, but was too much for Vaughan Morison's Model A which started pushing oil out through the radiator cap, never a healthy sign in a motor. At Geraldine, the Hamish Pidgeon owned Chevrolet that brother Michael had roused from hibernation for Irishman, decided to sulk and was returned in disgrace to the lockup from whence it came. The route from Geraldine to Fairlie was too much for those with no sense of adventure, but was brilliant, with the sunset causing some of us to wax quite lyrical.

The Sunday Run was equally impressive, especially a lovely long farm track section which really was classic Irishman country, and after a long run through familiar territory via Cave, Middle Road etc, we finished up at the top of the Meikleburn Saddle, the track to which became increasingly slippery, so much so that the Pie Warmer Special, driven by Greg May and Johnny Moore, needed chains to continue forward motion. The same ignominious outcome happened to that other Chrysler Not So Special of Garry Moore, which didn't get as far up the hill as Greg's hotrod. The Lord Mayor sat regally in the car while his freezing peons scurried round attaching chains of a non mayoral variety to the factory original wheels so they could continue the ascent.

The lucky winner was our very own Donald Wright from the bustling metropolis of Annat, a mythical one street light town somewhere in Mid Canterbury. Donald has been coming to Irishman for years and has thus far avoided winning by never coming to the prize giving. That was not a winning strategy for him this year, and the reliable gossip I heard at the Mayfield Cafe on Sunday was that our Donald was in complete denial, thought it was a particularly vindictive joke, was beginning to construct a VCC proof bunker in the depths of the farm, and was standing by to repel boarders, armed with the family blunderbuss that came out on one of the First Four Ships.

It's great year to be the winner, as the powers that be have decreed that to celebrate the 70th anniversary, Irishman will be a three day event next year, and will start in Christchurch. This will of course involve a great deal more work for Donald and his team of minions, and given the size of the event, there will need to be considerable help and support provided on many levels.

There was some discussion about who had been to the most Irishman rallies. Typically, that blushing violet Garry Moore felt that having attended 46, he has a pretty good claim. Another claimant would be Maurice Dunnage, and although Geoff Owen no longer attends, he too would be a serious contender. It would be very pleasing to prove Gazza wrong, so do your own research, (that dreaded phrase), and let me know.

Future Events

National Commercial Rally, Wanganui, Labour Weekend

Contact Wanganui @vcc.org.nz

Night Trial, 24th of June.

Michael Pidgeon has plotted another trial of cunning complexity, so bring your best torch and clipboard and come along. The Morrison Model A will not be mobile by then, so another steed from the stable will have to be found. We seem to be getting declining support for these types of events, so please do make an effort to support branch activities.

Starting at Northwood Super Centre. Meeting at 6.30pm for a 7.00pm start.

Balcairn Trial, 9th of July.

One of our most popular and well attended events, so let's hope for just the right amount of rain before the event. Thomas Mauger has now won The Old Boot twice, but perhaps the sight of so many cones and markers and so on will have him running amok into some of them, following some genetic urge to mow them down, thus allowing someone else to claim the The Old Boot. There's a separate class for long wheel base cars so don't clean your Irishman car, just bring it along.

To get there, from the Anglers Arms pub at Sefton, opposite the garage, head up Pemberton Road, turn right at the T into Marshmans Road, go straight ahead at the shingle and turn left at the VCC sign into Flemings Road. Please remember that we are very lucky to be allowed to use the Flemings farm, so if you are a spectator, behave and drive sensibly.

Timetable:

- 8.30 Scrutineering
- 9.15 Drivers Briefing
- 9.30 Start your engines

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 five entries, ranging from the sublime to the ridiculous. Worryingly, the major marque at this stage is MG, so owners of continental quality cars need to get organised. One MG entrant has even sent a mildly offensive email, casting nasturtiums at the integrity of the French car industry. Sacre Bleu!

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

Contact Trevor Kempton at natvet2024@gmail.com

Past Events. The Hadstock Gymkhana.

The day did not dawn clear and bright but overcast and wet, and this meant a relatively small entry. When I tell you that many of the entrants and spectators got stuck getting through the gate to the paddock, you can imagine the state of the course. If you started in the first five or so you had a respectable time, but as the ruts got deeper, traction became impossible and most of us had to get pushed to get off the starting line at all. This meant that for many, their second run was actually slower. On the positive side there were some fabulous displays of 360 degree spins, the best exponent of that particular skill being Josie Morrison, in the MX5 which has replaced her VW.

Cousin Lucy Morrison was in her Suzuki 2WD Jeep, and did very well too, as did Laurence Elder, the younger Elder, competing on the family Honda 185. Along with his father Neale, Paul Tayler on a Yamaha Scrambler and John Foster on his trusty Triumph, the motorbike section is growing, and in a surprise result, Neale just pipped John Foster, with both riders showing commendable skill.

A surprise entry was Glen Wedlake in a lhd E Type, as Glen put it, "the least desirable model". The general consensus was that there's no such thing as an undesirable E Type, and Glen showed that he's just as good on grass as he is on the track, as he slid what is a fairly heavy car round a very slippery circuit into 4th place. Craig Keenans MK 2 Jag got it's nice new wire wheels very dirty indeed, as he shared the driving with Michael Pidgeon. New entrant Peter Sidey, in an A7 Special did very

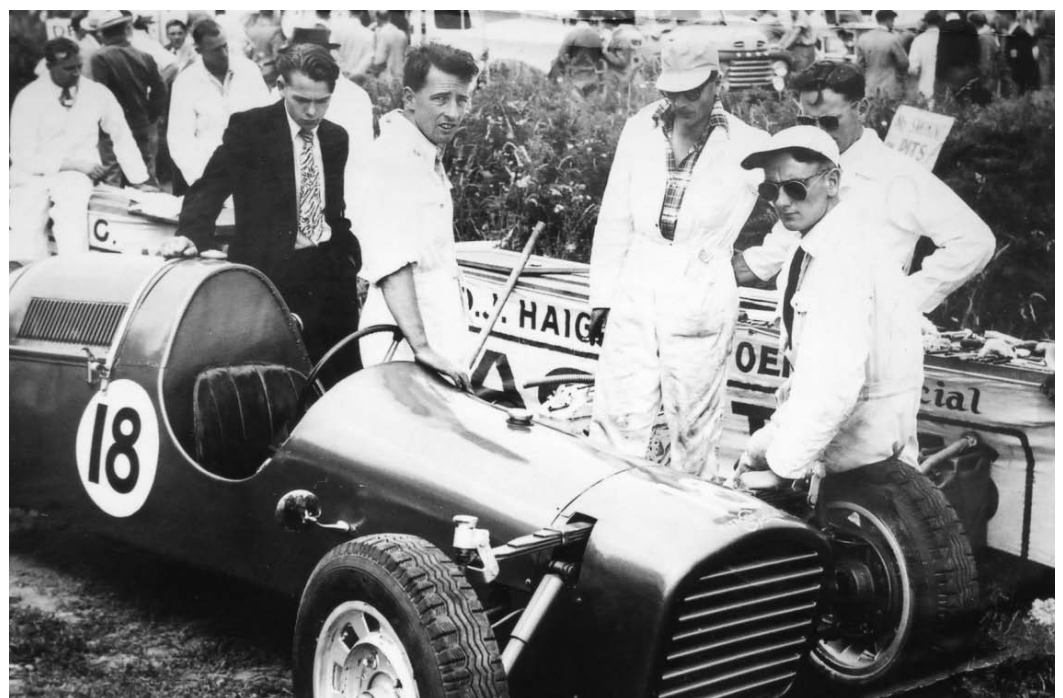
well, but the same could not be said for Donald White, who came all the way from Albury in one of his many Model As. This one had a Tattersfield head and twin carb plus manifold set up. Most of us thought Tattersfield made mattresses. However a very basic body meant very little traction, but it did look very impressive. The editor brought his Citroen GS, which was suitably light, but still suffered the indignity of needing a push to get going.

Once the LandRover had towed the spectator vehicles out of the mud, everyone tottered down to the Rabbits Rest at Springston to gaze in awe at the glittering prizes. The winner was, yet again, Brad Govan in his much abused A7 Hawke, with the evergreen Avon Hyde in his BMC Special second, and Michael Williams in his Citroen GS a distant third. Many thanks to all those who helped to push.



Citroen Special, Mairehau 1953.

Photos provided by Kelvin Brown.





Josie and Paul Morrison, Toyo Kogyo equipe.



John Foster scouting cones.



Many thanks to John MacDonald for the great shots in this issue of Dripfeed.

Power slide??



The old Master at work.



E Type blends in.



Paul Morrison keeps on trucking.



French innovation, British tradition.



A picture paints a thousand words, Irishman's 2023.

Hadstock 2023

VEHICLES

TESTS

Name	Motorbike	1	1a	Better Time	2	2a	Better Time	3	3a	Better Time	4	4a	Better Time	Total	Rank
Neale Elder	Honda 185	67.0	99.0	87.0	81.6	51.2	52.4	51.2	37.5	44.0	70.6		37.5	226.3	1
Laurence Elder	Honda 185	65.0	64.0	64.0	66.2	64.0	55.0	43.9	42.0	42.0	81.7		42.0	242.7	3
John Foster	Triumph	61.0	65.0	61.0	58.5	52.5	56.0	41.2	39.2	39.2	74.4		39.2	227.1	2
Paul Taylor	Yamaha	96.0	102.0	96.0	75.0	75.0	75.0	60.0	65.0	60.0			60.0		

Name	Car	1	1a	Better Time	2	2a	Better Time	3	3a	Better Time	4	4a	Better Time	Total	Rank
Donald White	Model A	87.0	99.0	87.0	81.6	81.6	81.6								
Warwick Marshall	Austin Ruby	78.0	77.0	77.0	66.2	70.0	66.2	55.0		55.0			55.0		
Avon Hyde	Austin Special	64.9	66.7	66.7	58.5	58.0	58.0	45.8	45.5	45.5	84.5	79.8	45.5	250.0	2
Brad Govan	A7	64.9	67.0	64.9	58.4	58.4	58.4	45.8	43.5	43.5	79.5	78.7	43.5	245.5	1
Jason Roberts	A7	72.0	68.0	68.0	57.5	58.8	57.5	44.2	43.6	43.6			43.6		
Glen Wedlake	E-Type	78.6	78.6	78.6	66.5	66.5	66.5	54.8		54.8	95.0		54.8	294.9	4
Brian Smith	Morris 8	85.0	90.0	85.0	70.6	57.5	57.5	60.5		60.5	102.2		60.5	305.2	5
Peter Sidey	A7	82.0	85.0	82.0	77.0	77.0	77.0	55.0	54.3	54.3	99.3	102.6	54.3	312.6	6
Michael Williams	Citroen GS	80.0	84.0	80.0	67.0	67.0	67.0	52.5		52.5	90.2		52.5	289.7	3
Steve Aldersley	A7	71.0	71.0	71.0	64.0	64.0	64.0	57.1		57.1			57.1		
Josie Morrison	MX5	89.0	99.0	89.0	90.0	78.0	78.0	64.0	60.0	60.0			60.0		
Lucy Morrison	Suzuki	90.0	96.0	90.0	75.0	75.0	75.0	72.3	65.3	65.3			65.3		
Paul Morrison	Chev	104.0	84.0	104.0	84.0	84.0	84.0	70.0		70.0			70.0		
Logan Brown	Toyota	126.0		126.0	88.0	88.0	88.0								
Courtney Chamberlain	A7	91.0	87.0	87.0	76.0	76.0	76.0				101.0	102.8		101.0	
John Chamberlain	Toyota	113.7		113.7	96.0	96.0	96.0								
Craig Keenan	Jaguar Mk 2	90.0	90.0	90.0	69.0	76.0	69.0	64.0	65.3	64.0	103.3		64.0	326.3	7
Michael Pidgeon	Jaguar Mk 2	93.0	96.0	93.0	74.8	81.0	74.8	62.0		62.0	111.2		62.0	341.0	8
Neale Elder	Triumph	68.0		68.0											
Jonathan	Chev Truck	86.0		86.0	96.0	96.0	96.0								
Dallas Yates	Austin 12/4										112.2				112.2

Figures are times in seconds.