

"Dripfeed"

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

VOLUME 46, No 2 MARCH 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 9th of March**
- We look forward to seeing you there. Supper is provided.

From the Editor:

The slimmest of slim volumes this month, as we haven't done much, and don't have much planned for the coming month. General inertia seems to be the main reason and as always, if you've got a bright idea, share with the group. It is the season of one marque annual rallies, and I'm aware that Riley, Model A, and Citroen are having, or have had, their jollies. The Model A organisers were fearful that the ferry stuff ups would impact numbers, as a sizable number of the one hundred and twenty entrants were coming down from the Gnow Thile. The Citroen National Rally is next weekend and it is fervently hoped that the ferries are running properly again. Want to see massed Citroens? Of course you do. Come to the Rangiora Showgrounds between 10.00am and 12.30 on Saturday 11th March for a visual symphony.

Austin 7s have already had their centennial celebrations, with about seventy of the dear wee things chugging down to Timaru to commiserate with each other. Fulton Hogan have worked tirelessly to remove most of the litres of oil spilled on SH1, and the local AA Breakdown service is now having a well earned rest. Bruce McIlroy kindly sent me a text to remind of this important event, and wondered

if I might be attending. However. I had some paint I needed to watch drying, so was forced to decline.



Monseigneur Garry Moore attended the event, and as can be seen by the photo, popped into work for a bit of canonical advice and inspiration. The car he was towing with the Chrysler Not Very Special was the Paul Cameron car with one of Garry's dodgy engines in it, so towing it was an obvious choice.



Garry is very proud of the fact he is number four on the VAR, and as he enters his dotage, decided to bequeath his much abused A7 to his granddaughter Tilly, after his sensible children refused to be seen in it. The photo shows the A7 club Social Worker Bridgette Glasson showing Tilly the secret A7 owners handshake. This is always done with the left hand, as the right hand of any A7 owner is always covered in grease.

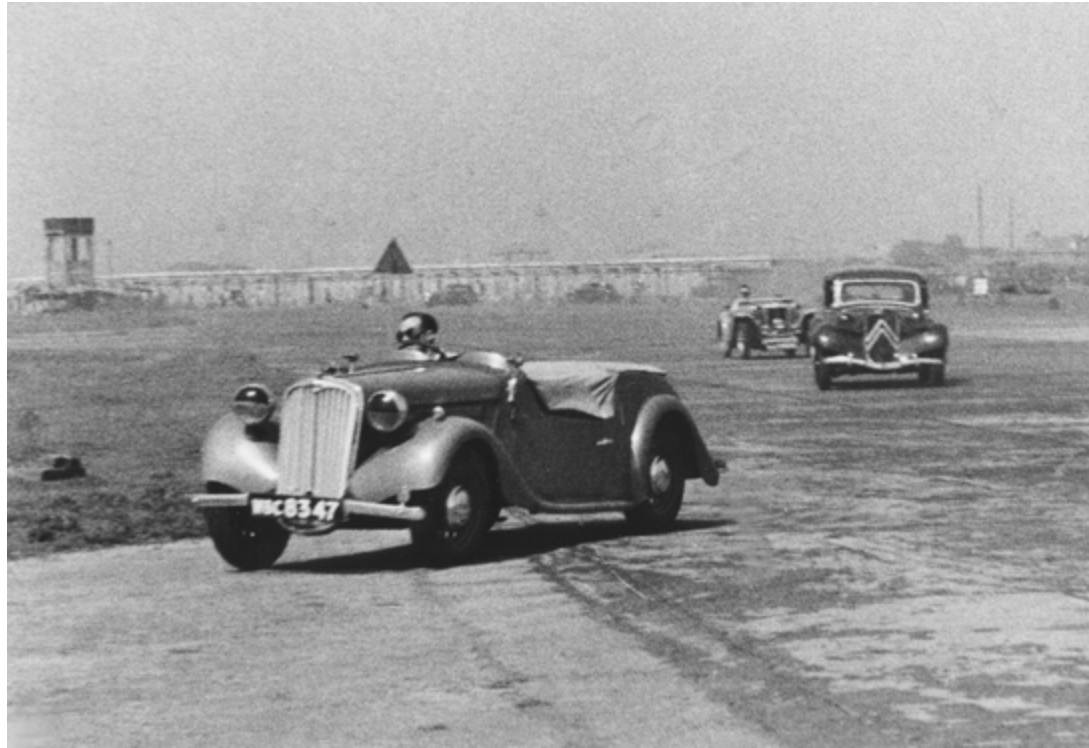
Gregor Kaiser, the owner of the immaculate Triumph 2000 that did so well at The Pom, sent me a polite email after I referred to its "illegal wheels". Triumphs were rallied for a while, and as can be seen in the photo, always ran on what were TR5 wheels, which is what Gregor's car is running, and Gregor thus

made the point that the wheels were used by other Triumph models. Abject apologies for yet another editorial blunder. He also pointed out that the steering wheel on his car, while not standard, was also available on other Triumph models of that era. Gregor is a real Triumph enthusiast, because in Germany when he was growing up, they were seen as a very prestigious and interesting car. I know.



Gregor also has some boxes of bits that he optimistically refers as a Morgan, and assures me that it will be running soon. He also proudly sent photos of an early Citroen ID 19 that he owned, and spoke fondly of Citroen CX ownership back in Germany. It's refreshing to meet someone with his considerable experience in car restoration who has such diverse tastes.

Tom King, the Auckland Dripfeed correspondent, sends a steady stream of interesting articles about all sorts of cars to all sorts of his friends, and a recent one about a Citroen Big 6 racing in India in the 1950s, while being driven by a local woman Minnie Pan, caught my eye. The car was raced extensively in the 1950s Calcutta racing scene, and remained with her boyfriend until 2006, when it was completely restored, and is now in a significant local collection. French cars were not at all common in India in the 1950s.



It is with regret that I report that long time branch member Stuart Moore died recently. Stu, as he was always called, was an MG man through and through, and over his many years of involvement owned a variety of MG models. The car we mostly saw him in was his green MG TD, which like all MG owners, he maintained was completely standard. When leaving most of us in his wake at racing events, some did wonder how a 1250cc motor could propel the TD so fast, but Stu disarmed all questioners with his wonderful grin, and carried on winning. He was particularly impressive at the Hadstock gymkhana, where his beautifully executed handbrake turns were a wonder to behold. The branch extends its sympathy to his family.

Future Events

West Coast 40th Anniversary Rally. Saturday 25th 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 23rd, which is a Thursday.

Three Racing Events Coming Up:

- 1 George Begg Festival of Speed, Teretonga, 31st of March
- 2 Highlands Festival of Speed, Cromwell, 21st – 23rd of April
- 3 Levels CMRC meeting, 13th of May.

Plains Run, Sunday 23rd of April.

We will be meandering down to Ashburton and popping into one or two locations of interest. Details next month.

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. Now it's too easy to win in a relatively modern car, and we need to recognise the greater effort required by older cars to get the town points. And 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. The standard of dress keeps improving every year, so the Dunedin contingent need to start saving for their dinner suits now.

Past Events.

The Southern Classic, Levels Raceway, 10 – 12 of February.

With twenty two entrants in our VCC field, there was some entertaining racing and with a low attrition rate, a good time was generally had by all. Tracey and Mark Barrett in their respective Lotus 23C and 23 B, (what is the difference?) battled all weekend for top spot, with Tracey generously allowing Mark to win one or two races. They were chased all weekend by John Rapley in his Brabham BT2 R, with Paul Coghill in the Jaguar Special never far behind. Trouble was, he kept stopping about half way through each race. Paul replaced everything electrical and fuel supply wise he could think of, to the

extent of having David Hunter in Dunedin take the distributor from his own Mk 2 Jag to Oamaru, where it was picked up by Paul's son-in-law and ferried to the circuit. Nothing seemed to work, although in the last race he stopped with only one lap to go. Russ Haines in the famous MGTC V8 was going well, as was Graham Hamilton in the equally famous ACE 111. Murray Frew in the imposing 1929 Chrysler 62 Six proved that on the straight, there really is no substitute for cubic inches, and there were various other battles throughout the field.

A car I was very pleased to see racing again was the lurid green 1952 Citroen Spyder. The late Ralph Smith bought it about thirty years ago, and raced it for some years, before handing over driving duties to his son-in-law Ian Kemp. Ian moved to the UK a few years ago, and after some years of rest, the Spyder is now driven by Ian's son Ethan. It's marvellous that such an interesting New Zealand Special has been driven by three generations of the same family.

The Citroen Spyder was built in 1952 by Timaru man Doug Haigh, and it was very advanced for its time. He used the engine, gearbox, wheels and gear linkages from a Light 15 and mounted them back to front at the rear when most other racing cars of any sort still had their engines in the front. It's quite a twitchy car to drive, and does

move round quite a bit, causing Don Gerrard in his Mistral to leave overtaking to the straight. Ethan was having the time of his life and received an award at the after match function for a driver that captured the Spirit of the Meeting. Many thanks to Ron and Craig for spending the whole weekend at Levels, as Clerk of the Course and Speed Steward.



