

"Dripfeed"

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

VOLUME 47, No 2 MARCH 2024.

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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 15th of March.**
- We look forward to seeing you there. Supper is provided.

From the Editor:

It is my sad duty to report the death of Gavin Bain, one of the founding members of the Banks Peninsula branch. Gavin was the driving force behind the formation of our branch, as he fervently believed that a car club should be devoted to driving, not buildings, and indeed, it is that philosophy that Gavin and others set out in tablets of stone, and to which we still adhere. He held a number of different committee roles in the early years of the branch, and helped set the general tone and nature of branch activities. Along with his good friend Peter Croft, he brought the Pomeroy Trophy to the branch. Over the years he entered a wonderful variety of cars, often winning, and in his final weeks was gratified to hear of our record entry in January. He was an enthusiastic participant in all club events in the early years of the branch, and was especially enthusiastic about the annual Veteran Run.

Gavin was a traditionalist, and along with many others, did not approve of the thirty year eligibility rule, and consequently, his involvement with branch activities diminished over the years. Newer branch members probably never knew him. He had very firm opinions on everything and could be very argumentative, blunt and opinionated. The term "didn't suffer fools gladly" certainly applies. But there was a great deal of charm, humour, and generosity too, and many of us were the recipients of those attributes. When Gavin and his brother John started off Fazazz, the business that sold Automobilia and exotic cars, everyone was welcome, and he was quite happy for people to wander

round admiringly without any intention of buying anything, and Fazazz became the unofficial clubrooms of the branch.

Gavin bought and sold many cars over his working life, and had the happy knack of reading the market with great skill and foresight, and John has provided me with helpful details. Gavin's first car was a 1924 Humber 8hp, which he bought when he was fourteen, and owned until he died. A recent purchase was the very significant 1899 Benz, a car with a well documented history, and likewise a 1913 Panhard, both Christchurch new. Others included a 1927 Voison C11, a 1955 Land Rover, a 1928 Austin 7,(which he threatened to leave me in his will), a 1950 Citroen Light 15 that his father had bought new from Archibalds, a 1956 D Type Jaguar, an NSU RO80, a Ferrari F40 and a Vincent Black Shadow.

There were many, many others, but the above list gives some idea of the wide variety of cars he had owned. Not many car collectors had a Ferrari F40 and an Austin 7 in their stable. They all had an interesting story, and all were vigorously driven and enjoyed, and very often were cars that Gavin thought should be saved or restored. Some of his most memorable motoring was overseas. Along with other local Bugatti owners, he took his 1920 Type 22 Brescia to Italy for a wonderful Bugatti rally in Italy and some years later did the same sort of thing with his 1934 Frazer-Nash TT replica in the Italian Alps. Another memorable trip was taking his 1912 Chater -Lea Cyclecar to compete in the Prescott Hillclimb in the UK where I expect he recorded the STD.

Another highlight was being invited to take his 1955 Ferrari 375MM, which had competed in the actual 1955 Mille Miglia, to a recreation of that race. He met Enzo Ferrari, who remembered the car competing, and the two works drivers who drove it.

Gavin always said that his favourite car was the one he was driving, but John feels that his 1924 Bentley 3 litre, that he had owned since he was a young man, was the absolute favourite. He left the



car in the UK for six years at one stage and made an annual trip to enter many of the famous hillclimbs. In company with other Bentley owners, he also drove across the middle of Australia, and greatly enjoyed motoring this wonderful car.

Gavin's knowledge of a vast variety of marques and models was encyclopaedic, but he was always modest about both the cars he had owned and this huge body of knowledge. He leaves behind him a flourishing Banks Peninsula branch, which is of course very different now, but which still owes him a considerable debt of gratitude. The branch extends its sympathy to his family. My thanks to John and Andy Bain for their contribution to this tribute.

Jeremy Stace, another long term member, died recently. Jeremy will be remembered by many of us as an absolute gentleman and dedicated E Type racer. Jeremy raced the distinctive silver E Type for many years with skill and verve, and knew the track at Ruapuna better than most. He was instrumental in getting the Hawkswood Hillclimb organised, and enjoyed competing there, in spite of one memorable off. He was punctilious in his use of the English language in written and oral form, and I considered it a great compliment when he once told me that he enjoyed my prose. Over the years he owned road going Jags as well as Rovers, a Bentley, an Aston Martin and even a Citroen, albeit briefly. Son Tim has taken over the driving duties of the E Type, which pleased Jeremy greatly. The branch extends its sympathy to Jeremy's family.



Future Events.

Sunday March the 10th, Summer Gymkhana. 9.30am for a 10.00am start.

Remarkably, this is something new, as the committee has decided we should try a new venue during the drier months when we are a little light on events. Steve Aldersley (C Type Replica, A7 Hotrod) has kindly offered the use of his rolling acres at Loburn. It will be much the same as Hadstock, which it is not replacing, but will perhaps be a drier circuit which will lead to better traction for all. It's at 123 Hodgsons Road, Loburn. There are six letterboxes on the roadside, and then go right to the end of the drive, where signs will let you know where to go. We aim to start at 10.00am so get there a bit earlier for form signing etc.

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

The Jaguar Drivers Club are holding their National Rally in Christchurch over Easter, with two hundred cars expected. On Saturday March the 30th, from 9.00am – 1.00pm, they are having a public display at the Airforce Museum at Wigram to allow the great unwashed to marvel over the best that Coventry could offer. See if you can find a Mk2 3.8 that isn't red, doesn't have wire wheels, wasn't raced by someone famous and was originally a 2.4 automatic. And massed E Types are always wonderful, as apart from the D series Citroen they are arguably the most beautiful car in the world. You can always tell a proper Jag owner, as they know that Sir William Lyons bought a Citroen L15 after the war and told his engineers to copy the torsion bar front suspension, as this was a mechanical complexity unknown to the Jaguar engineers.

Past Events.

There have been two race meetings for the VCC class, at Levels and Teretonga. There were good VCC fields for both events, apart from a very wet race at Levels, where many drivers decided that discretion was the better part of valour, and stayed in the pits. Doug Moody, getting a works drive in the Hillman Minx based Bello showed that he was a master of the wet by beating the C Type Jag replica of David Owen, a superb feat, as David is a very experienced and skilful driver.

David Smith brought his 1965 MG midget Lenham Le Man out from the UK and had a wonderful time in what is one of the few models like this. Beauty is in the eye of the beholder perhaps sums up reactions to the car, but it went well and was a welcome addition to the field.

CLUB CHAMPIONSHIP RACE SERIES POINTS TABLE

2023/24 ROUND NINE - TERETONGA PARK INVERCARGILL 17 & 18 February

Event Class			Points	Position	Overall Position
Class A 2500 – Over					
	David Owen	C Type Jaguar	135	1	1
	Bill Cowie	Spangeralli Holden	125	2	5
	Graeme Hamilton	ACE III	-	3	6
	Kent Larsen	E Type Jaguar	--	4	10
	Paul Coghill	Jaguar Special	210	5	11=
	Paul Coory	CAE Sprinter	-	6	13
	Phil Benvin	XK140 Jaguar	--	7	20=
	Will Henderson	Mk2 Jaguar	--	8	22
	Russell Greer	Stanton Corvette	130	9	23
	Stephen Aldersley	C Type Jaguar	-	10	26
	William Noordanus	Mk2 Jaguar	--	11	29=
	Peter Leversedge	Stuart V8 Special	--	12=	33=
	Russ Haines	Holden Special/MGV8	--	12=	33=
	John McDonagh	Mk2 Jaguar	--	14=	36=
	Joe Gillman	35 Ford Coupe	--	14 =	36=
	Evan Henderson	Mk2 Jaguar	--	16	39
	Brian Reid	Zephyr 260M	--	17	41=
Class B 1501-2500cc					
	Tracey Barrett	Lotus 23C Rep	200	1	3
	Bryan Ashworth	Daimler SP250	-	2	2
	Mark Barrett	Lotus 23B Rep	-	3	7=
	John McDonagh	Mistral	130	4	11=
	Phil Thomson	Daimler Special	-	5	16
	David Clearwater	Furore II	160	6	17
	Greg Noller	MGA	-	7	18
	Neil Kay	Mallock/MGB	70	8	19
	Doug Moody	Bello	-	9	24
	Tim Evans	Alfa 1750 GTV	-	10	28
	Christopher Read	Mistral	70	11	29=
	Evan Henderson	Datsun 411	-	12	31=
	Colin Hey	Wolseley 1800	--	13	35
	Don Ammon	Vanguard 6 Special	--	14	36=
	Tony Steer	MGB Roadster	-	15	40
	Chris Read	BCM Special	55	16	47
	Karen Clearwater	Furore Sports	45	17	49

Class C 0 - 1500cc

Mark Barrett	Lotus 20/Lotus 7	210	1	4
Don Gerrard	Mistral	-	2	7=
Paul Tayler	Mistral	-	3	9
Maureen Cowie	Shadetree Special II	130	4	14
Peter Swaney	Lotus Elite	-	5	15
Kevin Stevenson	Shadetree MK1	160	6	20=
Tony Steer	Terrapin	--	7	25
D & K Ward	Austin A35	-	8	27
Neil McDonald	Munro Special	--	9	31=
Roger Greaney	Lotus 20	--	10=	41=
Mike Crehan	Shadetree MK1	--	10=	41=
Sandford Huckle	Triumph Spitfire	--	12=	44=
Jared Dacombe	Nash Metropolitan	--	12=	44=
Terry Cartwright	Mistral	--	12=	44=
George Kear	Kato Special	--	15	48

NEXT ROUND 10

FESTIVAL OF SPEED – HIGHLANDS PARK CROMWELL APRIL 6 & 7

