

March 2026 Issue 3



Vintage Viewpoint Marlborough



Viewpoint is the official publication of the Marlborough Branch of the Vintage Car Club Inc

EVENTS : March 2026

Sun 15th March: Motorcycle Run. Leave the park at 11am for a ride to Kekerengu

Sun 15th March: Hospice Car Show, Waterlea Racecourse

Sun 21st March: Classic Car Show. Richmond Showgrounds

Wed 25th March Visit from Historic Trucks, Nelson. Around 9.30am

Fri: 27th Natter & Noggin, Pot Luck meal.

This starts around 5.30pm so come along and bring some food to share. It's a good time to meet other members.

If you have any questions about this, feel free to contact the Kitchen Custodian, Dale. Contact details P.19

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YOUR PHOTOS & ARTICLES

Your newsletter needs photos
- if you have any from the runs or morning tea's / noggin' n natter *please*
send them to the Editor
vintage.viewpoint@xtra.co.nz
If you are unable to send via email / OR talk to Mac

CLOSE-OFF for the VINTAGE VIEWPOINT
is 7.30pm Friday following the Wed meeting 1st Wed each month.
Email: vintage.viewpoint@xtra.co.nz

VINTAGE CAR CLUB MARLBOROUGH
BRANCH PO BOX 422 : BLENHEIM
E: Marlborough@vcc.org.nz

Chairman's Report



Hi Team,

I'm writing this report early this month, even before we have had our committee meeting next Wednesday, for several reasons. Chris and I are off to the VCC Executive meeting next weekend, so as I'm always busy, and the time between committee meeting and 7pm Friday when reports are supposed to be in I'm sure will be full and as usual, I'll run out of it, time that is. Also, it will keep the editors happy to have my report in early, for once.

Caryl, our temporary editor in training, asked for some extra articles to be supplied to her as something fresh and extra to add into the monthly magazine. I thought this a good idea and so this was put to the members on a Wednesday morning tea and, as a suggestion, a short write up, story, joke perhaps something fantastic or sad that has happened to you in your life, your work, family, cars, trips away or trips done long ago with the VCC. What enthused you to be interested in old cars and join the VCC way back in the 60s-70s-80s. Just have a think on that, and let's see the mailbox flooded with enjoyable stuff for us to read and get to know each other better from your feedback...I've got something brewing in my mind, whether it gets to this newsletter I'm not sure. I'll try but I've had one article of writing supplied by one person so far..soooo if you can get your A into G email it or give it personally to Caryl at club meeting on a Wednesday, or deliver it to her personally that would be great.

Something else which came up in conversation twice this week, and none of the three people in the second conversation were VCC members, but it is something we all really do need to think through and seriously consider. It is this.

Five years ago we had around 320 local VCC branch members. Today, or as at the end of March unless there has been a rush of late entries to pay their subscriptions, we will have 250. Yes 250. That's a big drop and, of those, we see around 50-60 at morning tea on a Wednesday, and of those perhaps 20-30 on a run. Yes we are getting a small number of new entrants joining but not seeing them on our outings.

We have asked several times for input as to what members want of their club and repeated told just the way it is more runs, more of the same.

I'm stumped. In fact I find it very frustrating, even sad, that a club that once boomed is slowly crumbling before us. I don't have the answers. We have a great committee, great facilities, great events and runs and all these people put hours of time and work at their own expense into the workings of the club.

At last year's AGM I suggested two things; one, for the motorcycle section to join in runs with the rest of us. WELL, that got choked out like a cold cup of sick and was clearly told nah we want to do our own thing. Second, was that the dozen or so members that meet in the electrical shed join the main group at morning tea in the Redmond room. Again, every excuse under the sun came out as to why they couldn't walk down and join us. The same group somehow manage to get to the electrical shed on a Wednesday morning but not the last 50 paces to the clubroom's toilet, coffee and eats. I even suggested drive down and park in the no parking area, at the front of the building but again, no takers. So, in effect, we have a split club. Some that don't wish to join in and others who don't attend the lovely morning tea so don't know what's going on, don't meet new people blah blah blah. I will say no more but it's disappointing and, as the club elected chairman, it's presumably my job to keep things together and unified.

Correct me if I'm wrong.

But wait, there's more. Think hard on this.

In ten years where will this club be, or where will the VCC as a nationwide club be? Kelly, our previous chairman, brought this problem up several times at our meetings. What will happen to our buildings, our assets, memorabilia, vehicles? Who's going to keep this all running? Be honest, we are a dying club and I don't mean to be negative but age, health, and passing of members is chasing us all.

Our club name is Vintage Car Club of NZ. At our Heritage Day display we had approx. 12 Vintage Cars (vintage era being 1919-1931). 8 of those were Model A Fords, all those members belong to a the Model A Ford club. The rest of cars on display were what most people describe today as classics, these are the post war pre 60, pre 80 era of vehicle. Incidentally, some cars in our display were not owned by members of the club. Why aren't they members, who were they and where did they come from?

Some argue the VCC is too expensive at \$135 a year. In other clubs you can be a member for \$20.00. These clubs don't have the facilities we do, clubrooms, spares departments, grounds and gardens, museum and memorabilia, morning teas, meals, a head office that deals with any VCC motoring issues, swap meet on own grounds, a great bi monthly magazine with free advertising in it for members, groups that work with government

to allow us to drive old vehicles, and lastly, 12 month WOFs. The list goes on, so just remember there is a lot of benefits in belonging to the VCC, and add to that lots of help friendship and camaraderie.

So back to my question, we call ourselves the Vintage Car Club but few cars represented are actually vintage, where is the club going? How can we refresh it? How do we get new members?

We really are more of a social club with runs out, get out the folding chairs have lunch, return home, or Wednesday mornings, lining up for coffee scones etc that the girls in the kitchen have worked away at providing for us.

So again I ask, where is this club going, 'cos I doubt if Dale and her team will be smiling at us over the counter in Ten Years Time.

Please give us your feedback. I repeat, I don't want to sound negative or disheartening but this is an issue we all have to face.

That's more than enuff from me, if any issues to report on come out of the committee meeting I'm sure Chris or Catherine will be on it.

Have a great month,

Cheers Rob.

Club Captain's Report



Our fish and chips/takeaways outing to Shelley Beach Picton was again very well attended with 40 members enjoying their meal beside the sea on a beautiful summer evening.

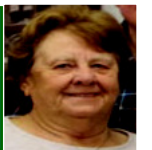
Patchetts Green was the venue for Marlborough's kids to gather and enjoy a free morning of fun and food. Some of our members made tea, coffee and scones and opened our Museum for the event.

There were plenty of delicious desserts to tempt your taste buds at our February Noggin and Natter.

Most months we have new members join the Club. We would love to see you coming along to either our Wednesday morning tea or our Noggin and Natters last Friday evening of the month.

Cheer Cath Millar

Update from Your Kitchen Custodian



Here we are into March and the weather is still being unreliable.

Not much happened in the kitchen in February. There were 26 at the Natter & Noggin, which was a pot luck dessert night. The main was a surprise of Apricot Chicken with rice, cold meat and salad, with the dessert being pot luck and, again, a great selection. As always, everyone went home full and contented.

On Sunday the 1st March was Children's Day, Oranga Tamariki organised a fun day on Patchetts Green with a lot of activities for the kids to do. Bouncy castles, face painting, stone painting, sausage sizzle, just some of the activities. We put on tea/coffee and Devonshire teas. Lots of fun had by all.

This month's Natter & Noggin will be Pot luck on Friday 27th March.

That's it for this month.

Cheers from the kitchen ladies.

Coast 2 Coast Youtube video. This is Part 1 and they are already working on Part 2. If you haven't seen it yet, here is the link: <https://youtu.be/uwNK5qrTxdg>

Secretary's Scribblings



Presentation to National Executive, Christchurch 7th & 8th March 2026

Club Branding.

Mr President, thanks for putting this important item on the agenda. Since the decision a few years ago that it was Ok for Branches to have a name that reflected more closely what and who we are, at the Marlborough Branch AGM in May 2025, it was discussed from the floor that we need to change our name.

I explained that we could not change our Legal Name, being Vintage Car Club of New Zealand, Marlborough Branch Incorporated, but we were able to have a different trading or operational name. It was moved and seconded that our name be, Heritage Motoring Marlborough, which was passed unanimously by the 52 members at the meeting. Since then, a number of our members have suggested that the name of our Club should also change to reflect who and what we are as an organisation.

We are not a club of Vintage Car owners, although many of us are, we are a club of owners of old vehicles, which cover as we all know, a group of cars, bikes and trucks from the earliest times up to 30 years old.

Vintage Car Club name does not cover our Veteran PV, PW P60 or P80 vehicles, and it does not include Motorbikes and trucks, all of which our members own.

In my letter to President George, which I copied to the Branches and Management in early January, I came across a file on the Branch Computer from Wellington member John Stokes entitled the Club Brand, which I shared with you all, written in 2022, after the loss of the vote to change the Logo.

In it he states, and I quote, "the vote at the Executive Meeting went against the change of logo. But all is not wasted. I still believe the mood within the club, nationwide, is for a change. So, well done to the management board for raising the matter and for the progress to date (which has taken a lot of time). The two questions that need to be answered now are: what could have been done better in the process, and where to from here? "

He also states, "Answering the second question first, if the mood is for change, we should continue the momentum that has commenced. Then the first question – what could we have done better? – needs to be addressed so that we don't fall into the same traps again going forward."

So, from our Branch, we are suggesting the Operational name of our Club be changed to **Heritage Motoring New Zealand**. This is a name which encompasses everything we are and do. This encompasses all our vehicles, and fits far better than Historic, or Classic or any other name.

The difference between "Historic" and "Heritage" is that "Historic" describes something from the past, often old, while **Heritage** refers to specific, valued remnants (places, objects, traditions) from the past that are intentionally preserved because they carry cultural, historical, or social significance for a community or nation. In short, **Historic** is about age, but **Heritage** is about inherited worth and meaning, making it worthy of protection.

Some members have included Classic in their names. Classic has no formal definition, and as the article from Alan Dick, *from Classic Auto News March 2022* attached to John Stokes' article, which I hope you have all read, and I quote;

"WHAT IS A CLASSIC?"

If you want to start a war among younger enthusiasts, just ask them to define what is a "classic car". It's an absolute impossibility because the classic car movement had largely hijacked the word classic for its own end and its meaning is now trying to answer "how long is a piece of string?" From here on, some readers may be offended, so reader discretion is advised.

The classic definition of classic is "something of quality that has stood the test of time". Now, you could never pretend in a million years that many of the cars we call "classics" meet that definition. I mean - a Triumph Herald? A Mark II 3.8 litre Jaguar? Yes, but a Hillman Imp, "something of quality"? Or an E93A Prefect? Or a Standard Pennant? See what I mean?"

He has much more to say in his interesting article. (See P.12 of this newsletter)

I have also had a play on Chat GPT with a change to our existing Logo, keeping the original wings but changing the wording. One of our members suggested having a wheel or tyre in the logo to reflect we are a motoring club, and including the Silver Fern, which we all know what that represents. I had the tyre on for a start but have removed that as it "too busy." The latest I have come up with is not hard to do, it takes a few minutes, doesn't cost the earth to do, and not involving ideas from others who are not members of our great Club.

Thanks to those branches around the country who have contacted me with support for this proposal. Wouldn't it be amazing that in our 80th year we had a brand which encompasses all our vehicles?

Chris Bird

Blokes in the Shed...

The blokes in the shed...

After much careful consideration, Dobby was invited to step in as the caretaker shed elf while Neville is overseas. Being small, overlooked and mistreated, Dobby is an ideal replacement and has relished the opportunity to work quietly, discretely and constructively with the kindest spares team who, I'm sure, are enjoying a "holiday" from Neville as well. The formal handing over of the mantel of authority has taken place with gumboots and hat most graciously received.

Progress in the sheds continues and Gary has completed the sorting, measuring (I.D., O.D, and width) and cataloguing of some 533 new old stock bearing seals.

Mac started work on what he describes as a 'buggers muddle' of hundreds of brake linings nearly a year ago. He has now virtually completed the task of gathering individual linings into sets, then identifying them using part numbers stamped on each lining with the assistance of multiple reference manuals. We now know exactly which vehicles each of the 856 linings fit. There remain several bins of linings which, while new old stock, have no reference codes on them, - another 'buggers muddle' for Mac. These will be attended to soon. For both these gentlemen, their thoroughness, dedication and perseverance have been outstanding.

Rick has now grouped the many bins of AC fuel pumps into their respective model types and appropriately reassigned those that are beyond salvage.

Murray is mastering the ultrasonic cleaner and is progressing through the cleaning of the Zenith carbs, along with various light lenses.

We are now finding that once a totally mixed up pile of stock is sorted and catalogued, we often receive an enquiry about a particular part and can produce it straight away, much to the amazement of the customer. Our systems are working.



Restocking of the new shelving in the No. 2 shed is moving along well. With the number of visits over the past year by the blokes to various osteopaths, chiropractors, surgeons, ED, and other medical services, Grant has decided to build a large mobile hospital gurney bed - what's more, it's a double bunker. We're actually using it as a mobile workbench in the No. 2 shed in the meantime, but it's comforting to know we can easily whip down to Wairau Hospital should the need arise. It is certainly a vast improvement on the wobbly old collapsible table which we had resting on 4 nail boxes.

Gerry, Pete and Dale continue dismantling and inspecting gearboxes and separating steel components from damaged alloy housings.

The spritely Major has another lifetime's work ahead in dealing with the sorting of copious Austin 7 parts. Given the slightest encouragement, he thoroughly enjoys telling us every detail of every part of every Austin 7 he's ever owned.

I see Dobby has been interviewing candidates for what he perceives as a need for a Spares Dept Checkout chick. Unfortunately, he has exceeded his brief on this.

nibble

From Linda Duffell, Office Admin, VCC of NZ Inc.

Please note that the Club currently only has discounted ferry rates for Bluebridge. These have previously been sent out to branches and are available on the Club's website.

Unfortunately, the Interislander has not renewed discounted rates with the Club, possibly due to the reduction in ferry service availability. We are keeping in touch with the Interislander and will update if circumstances change.

Here is a photo of the large mobile hospital gurney bed (a double bunker), mentioned on the previous page, currently being used as a mobile workbench in the No. 2 shed.



New Members This Month - Welcome!

Rachel Rossetti, Blenheim,
1939 Dodge D11

Susanne Chamberlane, Ward,
1936 Chev. Master deluxe

David Atkins, Canvastown,
1952 Austin Sheerline,
74 and 75 Leyland P76's

Team Marlborough On Tour

Eight Marlborough VCC members made up "Team Marlborough" to attend the NZ AJS & Matchless Owners Register 2026 Rally in Taranaki (20th - 22nd Feb). An early Thursday ferry crossing saw 3 AJs, 2 Matchys, a Norton and a Panther cross the strait and head to Foxton Beach for the first night. We were treated to a meal and catch up with past Marlborough VCC members Pete & Gail, at their local Marine Boating Club.

Next morning dawned clear and after a hearty breakfast at Viv's Kitchen, Sanson, the bikes hummed their way to Taranaki without incident. Barry's suggestion to apply the wet weather gear at Hawera proved to have its merit as it bucketed down, but once again sunshine resumed on our arrival in New Plymouth. Smiles all round and reason to celebrate a good run (m).

The Rally ride: Taranaki roads were perfect for old motorcycles: high in the hills, little country lanes twisted and turned all day long amongst the rolling greenery, with the majestic mountain never far from sight. The rally organisers ensured we were kept well fed along the way. Everyone negotiated the wooden swing bridge and tunnel leg with a smile.

- Glen



Mt. Taranaki



L to R: John, Ross, Mindy, Steve, Barry, Viv, Giles, Wendy

Evening celebrations continued with Barry being awarded the Castrol Trophy for the Best pre-WWII & oldest bike entered on his 1929 AJS. Steve's 1936 Matchless made up the only 2 girder forked entries of the rally. Giles won best rigid for his 1949 AJS. A fantastic weekend adventure - a credit to our branch to have so many enthusiastic members attending this rally. Anyone interested to join us - plenty of time to prepare an AJS or Matchless ready for next year's rally proposed to be held in Hanmer Springs - a ride down the Molesworth is being discussed.

Driving in the USA - Fly/Drive

In 1986, my wife and I booked a fly/drive holiday to America. If you know a family member or friend who is thinking of doing the same thing, despite the passage of time, perhaps our experience might be still some help in the matter?

We flew in a Boeing 747 Jumbo Jet from Manchester (U.K.) to Newark, New Jersey, USA, where we collected our Hertz hire car, a 'compact' Chevrolet Cavalier, from their nearby compound.

Sitting on the 'wrong side' behind the steering wheel, I checked out the adjustments I had to adapt to... it was an automatic, oh well! Speedometer graduated in multiples of tens. At 15mph, 25mph, 35mph, and so on, no problem. Rear view mirror not up to my left but up to the right, so I decided to only use both wing mirrors until I got used to settling down to those differences when driving on the 'wrong' side of the road. At the exit of the car park the first road sign I saw was 'Yield', the equivalent of U.K.'s 'Give Way'.

Joining the very busy traffic on the interstate highway, flowing at the 55mph speed limit, I was pleasantly surprised at how easily I slotted into the four lane (both carriageways) traffic flow. This was due to the disciplined drivers complying with the clear, informative road and traffic signs.

I did find certain road signs particularly helpful;

1. Traffic lights suspended high above road junctions;
2. Red lights flashing on stationary yellow school buses requiring all traffic in both directions to stop (by law) to enable children getting off their buses to cross the road safely;
3. Illuminated white/amber lights suspended high above road level warning of potential hazards ahead;
4. Illuminated messages instructing drivers to use their hazard lights if unable to maintain 40mph (usually heavy goods vehicles chugging up hills);
5. Illuminated messages asking drivers to 'Give us a break' when approaching road works;
6. The policy permitting drivers to turn right against red traffic lights (if safe to do so of course);

Planning the itinerary was obviously important so we were able to visit the 'must see' places of interest as we travelled through New Jersey, Pennsylvania, Maryland, Washington D.C., New York, Virginia and Delaware in the three weeks of our stay. I was checked once for speeding but fortunately the highway patrolman gave me a friendly 'ticking off' all in the interest of furthering good Anglo/American relations.

Our holiday was a great success because the people we met were so friendly and welcoming, the motels and restaurants were plentiful and clean, 'gasoline' was cheap, navigation was easy because the well maintained roads were designated by 4x compass points and numbers.

Admittedly, the world has changed in many ways over the ensuing years but the best features of our time in America might be unchanged even now. I hope so.

- John Chamberlain



Mac's herculean efforts with the brake linings has meant another tidy area in the shed



Current line-up in our museum

Please note this newsletter was done by me, as temporary editor this month, so any mistakes are mine.

We are still waiting for someone to volunteer to take over the job from Chris. Although I gave it serious thought, I realised I could not commit myself as I am already editor of several other club magazines and would be unable to produce an issue if I was away from home at the time it was due. I am not computer/internet savvy like my late husband, Grant! Without his knowledge of all things technical, I am limited to my efforts.

- Caryl Simpson

Motorcycle Report



The monthly run to Rai Valley had a lower than usual turn out, Giles timed his lunch break perfectly arriving to join us on his way home riding from Takaka on his newly purchased Triumph, no one broke down and no dramas.

Several members attended the Jampot rally (thanks Mindy for the report and pictures) in Taranaki, riding the bikes up and back, Barry and Viv left bikes and gear in the North Island and will be returning in a couple of weeks to participate in the mail run rally, riding from Taupo to Napier then home.

Wednesday night's ride had its moments, as backup I gave them a good head start from the park obviously to good a start as that was the last, I saw of the pack until I got back to town. At the bottom end of Dillons point I caught up to the back marker Jerry whose Suzuki picked that moment to stop with carburetor issues, once loaded onto the trailer we got 2 minutes down the road to be rung and informed the anticipated tea stop was closed for a private function sod it. A quick decision was made by those standing in the car park and Jerry and I were redirected to another eat house, by this stage Jerry reckoned he had figured out the carby issue on the Suzuki and once in town it was off loaded adjustments made and he was away again.

Motorcycle Calendar

Sunday 15th March: Leave the park at 11 for a ride to Kekerengu

PRELIMINARY NOTICE

VCC Marlborough Branch, Biennial Rally 16th 17th October 2026



KAIKŌURA



Biennial Rally based in Kaikoura, on Saturday 17th October, The traditional weekend which we hold this rally.

Meal on Saturday night will be at Donegal House

Mention VCC Rally

10 accommodation units available at Donegal House, first in first served.

The Rally will start from Donegal House on Saturday morning.

Memories From A Husqvarna

We have all heard it said that a smell or music brings back memories of times past, and this little piece of personal history just might be a reason why I became interested in vehicles, spent my working life in the motor trade and became a member of the Vintage Car Club.

Well last week I'm cruising up and down my lawn on my Orange mower with the Orange earmuff radio playing Magic, The Breeze or whatever the old school music station is now called, and on comes that catchy thumpy dance song "April Sun In Cuba" played by the NZ band Dragon. You may not know the song's name but you will all, I'm sure, know the song and the beat, Da Da-DaDaDa---

So, this song comes on and my mind went straight back to my days at Onslow College, Wellington 1967-71, and the reason this happened is the drummer of that original group of guys, who played in the band Dragon, was a classmate named Kerry Jacobsen.

Now, to change course a wee bit, those of us who had moved on from pedal power and were fortunate enough to ride or drive motor vehicles to college, had to park in the student carpark. This was an area set aside by the 6th Form block, a no man's land with a gate onto the road, out of bounds to anyone who didn't ride a motor scooter, motorbike, or drive a car. There were probably 20-30 vehicles on any one day and I'll do my best from memory to list, there were about 3 Vespas, 2 Triumph Tigress, and a push scooter, a couple of Jap 50's and a Suzuki and Yamaha 250, and one menace rode an AJS500 (there's another story). Over the hedge on the roadside were a couple of A30's, a puddle jumper ex-army cab and chassis, two Model A's and a sprinkling of moderns if mum or dad had let their spoilt child take the car that day. I was the proud owner of a Vespa 160GS and my mate the proud owner of a 250cc Triumph Tigress.

We had a lot of fun riding those machines to school and about the suburbs and the students' association even put on a car rally each year, until one fool rolled his A30 down Ohariu Valley, which spoilt it for all.

Now the scene is set, I'll get back to the music, Dragon and drummer Kerry. Kerry had a car but rarely brought it to college, probably for two reasons; one being he only lived a stone's throw or a couple of streets from the top gate but a second is, I'm pretty sure his car was a project with his father. I got talking to Kerry about this car and was invited to visit the garage and view it so one afternoon after college was over, I went around to Hollie's Cres. Here in the garage was a recently painted white, very tidy, Austin A35 lowered a bit, fat wheels, and when Kerry lifted the bonnet, I saw the Weber carb chrome rocker cover. He then started it to hear it purr with the lumpy cam and, of course, the compulsory Cooper muffler. This was, as I recall, their father and son project and it impressed this young college boy (me) immensely although I only knew, at the time, how to change the spark plug in my Vespa.

Time moved on, the Vespa was sold and, of course, my first car was - you guessed it - an A35. In fact, I owned 3 of them. The first one a project to tidy up, the second was too rusty so I wrecked it. The last, and best one which was a very tidy car, I bought off an elderly lady. My mate Lindsay, with the Tigress, who had also moved on to an Anglia, had a very mechanically minded boss who was very generous with his time to us boys, he re-sprayed the first A35 for me then one day we were at his house and he was dunging out the garage, "Here Rob, put this on your car" and gave me a worked A35 head with supposed A90 valves in it and a pair of inch and three quarter SU carbs and manifolds.

By now I was a first-year apprentice at Dominion Motors Morris agents and still green and not knowing much. The workshop foreman rebored the A35 motor for me and, after putting it all back together getting it run in, I then decided to put Frank's head and carb on it. Lindsay and I set off to spectate at the Levin motor races the following Saturday. All went well on the way to Levin, except this set-up ate copious amounts of fuel which wasn't a good sign on apprentice wages, but to top the day off, on the way home I was caught by the law in a black/white HG Holden with a red light on top, on the Johnsonville motorway trying to race a bunch of guys in a Humber 80.

I didn't persevere "hotting up" and after that the standard head went back on the car and served me well. I "served my time" with no fine but on a defensive driving course as punishment, the best punishment I ever received. I recommend it.

Can I blame this exercise on Kerry baiting me with that hot A35? No, not at all. It's one of those experiences of life and no doubt we have all been there and done dumb things but learned from it.

I looked Kerry and Dragon up on the net, he didn't follow the mechanical field but has continued his musical career still playing in bands and teaching music in Brisbane. Interesting where life takes us and to think that memories can come from a simple song, and no doubt this is possibly/probably a reason why I followed old cars and the VCC, and that story came from a memory, music, and a Husqvarna ride-on mower.

I think I can come up with more stories like this, come on you guys and girls, give it a shot.

- Rob

Rob's A35 mentioned on the previous page



Fish & Chip Run. Photos; Linda Laing



The cover photo this month is also one of Linda's from the Fish & Chip Run



What Is A Classic?

If you want to start a war among young enthusiasts, just ask them to define what is a “classic car”. It’s an absolute impossibility because the classic car movement had largely hijacked the word classic for its own end and its meaning is now trying to answer “how long is a piece of string?” From here on, some readers may be offended, so reader discretion is advised.

The classic definition of classic is “something of quality that has stood the test of time”. Now, you could never pretend in a million years that many of the cars we call “classics” meet that definition. I mean - a Triumph Herald? A Mark II 3.8 litre Jaguar? Yes, but a Hillman Imp, “something of quality”? Or an E93A Prefect? Or a Standard Pennant? See what I mean?

There are plenty of Facebook pages devoted to the world of classic cars where wise old men keep their grey heads down, say nothing, and smile with amusement as the young(er) fry tear themselves to pieces trying to justify why they think their old car is a classic and others don’t. Some try to put a year limit on it. Some say that chrome bumpers are the arbiter, if your “classic” has plastic bumpers, it ain’t “classic”.

Similarly, there are still great wads of car enthusiasts who regard Japanese cars as choke-on-their-beer stuff. But, which is the better car, a 1970 Austin Allegro, or a 1970 Datsun 1200? I am hard pressed to think of any other area of human endeavour where the word “classic” has become so misused from its true meaning.

We know what a veteran car is. We know what a vintage car is. These are categories with defined boundaries by the years of manufacture. There is no claim in either of those categories to quality - they are simply old. So why should a 1979 Morris Marina qualify as a “classic”, when, back when it was new, it was simply rubbish as compared to, say, a 1930 Alvis? Or Bentley? Or Packard?

But those latter are simply vintage cars - with no suggestion of superior quality in the classification and they live in the same category as a Ford Model A, or an Austin 12/4 - while the owner of a Marina will proudly proclaim he/she has a classic car, suggesting that, somehow, by surviving it was transformed from rubbish to quality.

Maybe the correct term for all cars that are older than vintage is “collectable”. But even that imparts some sort of intrinsic quality or worth. So maybe the best word is “survivor”. To be honest, I don’t really care, it’s just that so many people get themselves in a tizz when someone says their Mitsubishi Mirage is a classic. “No it’s not!” “Well, I think it is. . .”

I actually like most old cars that have survived. The operative word here being “most” - and to avoid hate mail and blown-up letter boxes, I’m not going to name any survivor car I think is rubbish. Or have I already done that?

Allan Dick Classic Auto News March 2022



Two cars in the Grand Parade,
Waitangi Weekend Open Day

**MINUTES OF COMMITTEE MEETING OF VINTAGE CAR CLUB OF NEW ZEALAND
(MARLBOROUGH BRANCH) INCORPORATED**

**Held in the Library VCC Club Rooms-Brayshaw Heritage Park
9am, Wednesday 4th March 2026**

Present: Rob Galloway (Chairman); Cath Millar (Club Captain), Chris Bird (Secretary), Gerardine Haack (Treasurer), Jim McLean, (Assistant Club Captain), Ross Broadbridge, Dale Nicholas, John Russell, Gerry Roodakker, Gary Vercoe, Trevor Harris (Patron).

Apology:

Health and Safety Report: All healthy and safe, Nothing to report

Minutes: Minutes of previous meeting were passed as a true and accurate record of 4th February 2026
Cath Millar / Gary Vercoe, Carried.

Matters Arising: Nil

Correspondence Inwards:

1 st February	Nurture@Home, thanks for accommodating dates
8 th	Ged, Heritage Day Takings
10 th	National office, Membership report
10 th	John Welch, Publicity/Media Heritage Day
10 th	Wellington Branch, support for name change
12 th	Horowhenua Branch support for name change
12 th	NZTA, Honda M/C Reg on hold
13 th	NZ Capri Car club, 24 th October request for Parts shed open
13 th	Auckland Branch, support for name change
15 th	George Kear, reply to letter re branding
17 th	NEW WORLD, New owners
19 th	Manawatu Branch, in support of name change
19 th	National Office, members outstanding subs
20 th	National Office, Daffodil Dates, Sunday 23 August 2026
21 st	Susanne Chamberlain, use of BBQ and Urn
23 rd	T&R Systems, Quote for acoustic systems
24 th	Claire Briggs, Donation of \$100.
25 th	Sophie Wool, Dates for Heritage Festival
26 th	Marlborough Outdoor Power, change of name
2 nd March	Tony Bartlett, Gisborne, support for name change.

Correspondence Outwards

16 th February	Biennial Rally dates
23 rd	Ben Habershon, Girl Guides request use of Patchetts Green 19 April

Many other outgoing emails.

That inwards Correspondence be accepted, and outwards be approved,
Chris Bird, / Jim McLean Carried.

New Members

Rachel Rossetti, Blenheim, 1939 Dodge D11
Susanne Chamberlane, Ward, 1936 Chev. Master deluxe
David Atkins, Canvastown, 1952 Austin Sheerline, 74 and 75 Leyland P76's

Financial Report

28th February 2026, the Balance in accounts was:

000 Account, \$ 14357.18

001 Account, \$116.29

002 Account, \$1246.95

TD Account, \$93060.13

Liabilities, \$

Ged outlined Catering income and costs.

She has separated out the Branch meeting costs, Morning teas on average cost \$2.11 per person per week.

See separate reports from Treasurer.

Discussion on problems putting Branch officers onto Bank details.

That receipts be accepted, and payments be approved,

Ged Haack / Jerry Roodakker, carried

Club Captain:

Heritage Day was very successful. The round table discussion after the event was very useful to discuss problems and the way forward.

7th March, Rai Valley Show.

15th March 2026, Hospice car display.

26th April, Invitation to join Nelson VCC at Queen Charlotte Tavern for lunch.

Sunday 10th May, Night Trial being organised by Tris Winstanley.

Request from The Capri Car Club AGM to be held in Marlborough Labour weekend 2026. They asked to be able to use Clubrooms on Saturday \$100 hireage.

Motorcycle

Midweek runs on Wednesday evening, not well attended.

Rai Valley last month 5 club eligible bikes, poor turnout.

Park Administration

Letter from District Council on new regulations when running events with more than 200 people.

Still looking for Funds promised from Council a number of years ago to upgrade water systems.

Kitchen

Probus afternoon tea, April 1st

Need a water filter for chlorine in kitchen. Been installed, 2 filters, one Chlorine, one Sediment.

Carpet in Redman Room needs a clean

Buildings and Grounds

Jim will be spraying mellow soon.

Other weeds need spraying.

Area in Compound between Container and green shed has been levelled with gravel, New roof going up over the area, gutter between green shed and new roof.

Museum.

John Monson has resigned as a Custodian

Rick Gleeson on board as his replacement

Suggested floor could do with a recoat of paint.

41 Club have requested a visit to the Museum on Wednesday 22nd April at 2.15pm.

General Business.

Coast to Coast rally, Thursday November 5th, our Branch has been requested to provide a light meal that evening.

Decided we will do sandwiches, savouries, and fish bites and fruit platters and cake for \$20 per head.

Floc

The meeting was in agreement that this could be good product to use for sound deadening in the Redman Room.

Questions were:

What are the panel weights? **Found 12 kg**

They will be affixed to a pinex tile ceiling. Is this strong enough to take the weight or will we have to find timber behind that to fix fittings to? **Need to be fixed through ceiling onto solid fittings**

The wall roll, can it be fixed to wallpaper, or is it better to strip that and onto plaster board?

What is the life span of the product, and how is it cleaned? **Warranty for 30 years**

Is there anyone in Blenheim fitted these that we could go and have a look at?

Do you have anyone locally who can fit these for us, and costs?

Ged said We are under an obligation to members that we spend their funds wisely.

John Russel, The Vintage Austin Register group is looking at doing a drive through Molesworth after the Vero Rally. Would we be prepared for them to use our Clubrooms the evening before. YES.

Caryl Simpson is doing the Vintage Viewpoint while the Editor Chris is away but may not want to do the job each month.

The secretary read out the presentation he will be giving at the VCC National Executive meeting on 7/8 March regarding Club Brand.

Meeting Closed:11.45 am

NEXT MEETING:

Wednesday 1st April 2026

9am at Library, VCC rooms Brayshaw Park

..... **Chairman**

HUGE Classic Car Show!

Over 550 Veteran, Vintage & Classic Vehicles on Show

**Richmond Showgrounds
Saturday 21 March 10am-3pm**

\$10 Adults \$20 Family Under 12 free
Car rides by koha to Nelson Cancer Society



www.historicmotoring.org.nz/public-events/



Morning tea 4th March



Annual Hospice

VEHICLE DISPLAY

2026

Marlborough
Sunday 15
March



Te Whare
Kumano o Wairou
hospice
Marlborough

This Porsche will be on display



PUBLIC ENTRY : GOLD COIN DONATION FROM 10AM TO 2PM
TO DISPLAY YOUR CAR FROM : \$5.00 (OPEN FROM 9AM)
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PURCHASING PARTS *from* THE SPARES SHED

Any parts advertised for sale from the Parts Shed are able to be inspected
Wednesday mornings.

Contact: Tris Winstanley

M: 0274440834

Dodge car radiator surround,
circa 1930/31, has a good badge.

Dodge light truck
s/v engine circa 1953/4.

Essex Four
engine and rear axle assembly.

Ford Escort n.o.s.
water pump. **P. O. A.**

Fordson E83W
selection of parts.

Hupmobile
An assorted selection of mid to late 20s Hupmobile
mechanical parts

1934 to 1937 International
light truck C1?, excellent chassis on powder coated
wheels with new tyres, two engines, rear axle,
two front axles, drive shaft, fuel tank,
front fenders plus other sheet metal
and woodwork for patterns, POA.

1930s Morris Minor
Front axle with wheels and bumper


Vintage era steel rear trunk
complete with lid and corner fittings etc.
Open to offers.

Wolseley 1250cc Engine
complete with aftermarket cast aluminium tappet cover

Chevrolet
radiator badge selection.

1923 Swift tourer project,
car is completely dismantled but is reputed to be
complete (no guarantees) POA to custodians.

MGB 1.800 engines.
One complete and turns over.



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Marlborough BRANCH OFFICERS



Patron: Trevor Harris	578 4142
Chair Person : Rob Galloway (Adelle) Mobile 021 129 9133	578 2395
Club Captain : Cath Millar (Kevin) Mobile 021 208 9166	579 1147
Assistant to the Club Captain: Jim McLean (Jean)	021 0257 3069
Secretary: Chris Bird	027 247 1089
Treasurer: Geradine (Ged) Haack, (Jon)	027 275 6514
Committee	
Ross Broadbridge (Rose)	027 212 2902
Gerry Roodakker, (Jeannine)	022 030 4908
Dale Nicholas (Bill)	021 0265 7507
Gary Vercoe (Sue)	578 8570
Jim McLean (Jean)	021 0257 3069
John Russell (Mary)	020 409 77312
Model 'A' & 'T' Custodian : Kevin Millar (Catherine)	579 1147
Mini Custodian : Rob Galloway (Adelle)	578 2395
Motorcycle Section Rep (s) Trevor Harris	578 4142
Glenn Harris (Paula)	577 6453
Examiners	
Paul Radmall, (Daphne)	027 577 8328
Pat Pascoe	573 8964
Roy Gardiner	021 126 9229
Parts Custodians	
Tris Winstanley	027 444 0834
Neville Grant (Yvonne)	021 195 7709
Gerry Roodakker (Jeannine)	022 030 4908
Mac McKercher (Chris)	021 266 4966
Electrical	
Tiger Lyons (Eileen)	027 2014239
Arfa Anderson	027 444 4537
Security - Mike Gray (Karen)	0274 303 001
Librarian: Barry Wilson (Margie)	578 1587
Museum Manager Ross Broadbridge (Rose)	027 212 2902

Museum Custodians

Bill Nicholas (Dale)	027 578 4322
Don Laing (Linda)	027 315 6227
Gary Vercoe (Sue)	578 8570
John Monson (Dot)	578 9044
Kevin Jackson (Helen)	021 102 8871
Keith Thoms (Chris)	020 4193 6671
Mike Gray (Karen)	027 4303 001
Peter Able (Lois)	027 200 6976
Laurie Stevenson (Elizabeth)	022 417 6341

Kitchen Custodian :

Dale Nicholas (Bill)	021 02657 507
----------------------	---------------

Grounds Administrator

Cath Millar (Kevin)	579 1147
John Russell (Mary)	020 409 77312
Jim McLean (Jean)	021 0257 3069

Beaded Wheels Scribe

Photographer

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E: lindylaing@gmail.com	

Newsletter Editor

Chris de Wagt (Mac)	021 251 4322
E: vintage.viewpoint@xtra.co.nz	

Newsletter Distribution

Barry & Margie Wilson	578 1587
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Health & Safety Officer

Gary Vercoe (Sue)	578 8570
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Delegates to the Executive

Chris Bird	027 247 1089
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Observer:

Rob Galloway (Adelle)	578 2395
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Brayshaw Park Admin Delegates

Don Laing (Linda)	027 315 6227
Gerry Roodakker (Jeannine)	022 030 4908

Branch Spokesperson

Rob Galloway (Adelle)	578 2395
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Clubrooms Phone :

578 0616

Website: www.marlboroughvcc.com

What's on this month

Sun 15th March - Motorcycles leave the park at 11am for a ride to Kekerengu

Sun 15th March - Hospice Car Show. Waterlea Racecourse.

Sat 21st March - Classic Car Show. Richmond Showgrounds.

Wed 25th March - Visit from Historic Trucks, Nelson. Around 9.30am

Fri: 27th March - Natter & Noggin, Pot Luck.

CLUB NZ
OF THE VINTAGE CAR
MARLBOROUGH BRANCH
Issue 3 : March 2026

IF UNDELIVERED RETURN TO : 10 HOUGHTON CRES, BLENNHEIM

