

Vintage Viewpoint Marlborough



Issue 6 : June 2023



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**VINTAGE CAR CLUB
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EVENTS : This Month

A FULL EVENTS LIST IS ON THE LAST PAGE OF THIS NEWSLETTER AS USUAL

Sunday 18th

Combined Run Motorcycles & Cars

Motorcycles : leave the park at 11am for a combined run with the cars via Picton to the Linkwater pub for lunch.

Friday 30th

Natter & Noggin,
Finger Food @ \$20.pp.

**CLOSE-OFF for the
VINTAGE VIEWPOINT
is 7.30pm
Friday following the Wed
meeting 1st Wed each
month.**

Chairman's Report

Hi Team,
Welcome to winter, warmer months aren't far away.

The AGM last month brought a few changes to the committee, and Thankyou to those people who stood for election and re election. We now have three new committee members, Gary Vercoe and Jim McLean, with Gerry Roodacker as our VCC Delegate to Brayshaw Park committee. As previously, we continue to have a good team keeping the clubs business in order. Two members of the previous committee stood down, Kelly due to his health issues and Rodger who moved south. Thank you both for your time and input to the branch.

John May one of our long standing members worked for Cuddon's Ltd or to you older ones WGG Cuddon, all his working life as a refrigeration engineer, John was also a long standing member of our branch since 1958. In recognition of his work Robyn and John Cuddon have donated a Pohutakawa tree and plaque, which has been planted near the top gardens on Patchetts Green.

This next issue is very hard one to address and put into words. As I write I know of one of our VCC team in the hospice (Kelly) one in hospital, (Carroll has had a major fall which ended with an extended stay in hospital. She will be laid up for the next 6 - 8 weeks) and I have just had a call to tell me that Lyall Mooney passed away in the hospice last night.

Also a farm machinery member many of us know Bruce Davies in the hospice.

On behalf of the Marlborough branch may i extend our deepest sympathy to Val Mooney, and to Kelly ,Janice, Carol Graham and families, we wish you the very best considering the current situations you are in.

Most of our members are 70 years plus, many of us have known each other and had many good friendships and good times for a long time. However it saddens me deeply that we are slowly loosing many of our good friends as health, or age takes it's toll. I appreciate this is the path of life but it doesn't make it easy to see good friends struggling —

The good book tells us ——Three score years and 10 =70 years, and we are all nearly there or more —so—look after yourselves and try to keep healthy and safe.

The new shed rebuild is still in limbo and the unsightly trees behind the parts shed are to be removed. As you can see part of Patchetts Green has been weed sprayed out and re drilled with new grass, we are grateful to the MDC council for assisting with the costs of this.

That's all for now folks.

Keep warm and keep safe.

Cheers Rob.



Your new committee: L-R

Rob Galloway, Cath Millar, Bill and Dale Nicholas, Don Laing,
Trevor Harris, Chris Bird and David Bool.

Club Captain's Report

With our AGM over for another year here is my report I presented, for those unable to attend.

Cath Millar

Club Captains Report for 2023 AGM

The year started with a mystery bus trip and thanks to Gary Wright, Allan Graham and Ron Heberd this was a fantastic day out.

Our Snow Run to Rai Valley was well attended by both Nelson and Marlborough members and a duck game was the challenge this year.

We had a few mid-week lunch outings to local restaurants which were well attended, but with covid still lurking, along with the return of cruise ships, I have pulled back on these.

A ten pin bowling afternoon was organised by John Monson and enjoyed by those taking part.

A visit to Johnsons Bargaining Service at Havelock was very well attended and was followed by a lunch at Slip Inn.

It was our year to run the Biennial Rally. This took in the Seddon area with a fundraiser lunch at the Seddon School and an evening meal at our Club Rooms. Dale organised caterers for the evening which worked well.

I introduced a Boxing Day Run and Don and Kaye Register offered their property for a picnic venue. The weather was lovely and about 30 members and their families enjoyed the day.

Ian and Pat Barnes again offered their property for our Anakiwa Run at the end of January, but unfortunately the weather didn't play ball this year. However we all managed to find a seat indoors and had a most enjoyable afternoon.

We were lucky with our second date for Fish and Chips at Picton and after a bit of a long wait we all got together for our meal and a chat. It was nice to have our Picton members join us there.

Our last outing was ANZAC Day to Havelock and Canvas Town.

During the year members have displayed their vehicles at Heritage Day, Hospice Car Show, Omaka Air Show and at Seddon for the Steam train passengers from the cruise ships.

A Club Calendar was produced again for 2023. We are very lucky to have Linda and her camera recalling our every move on our outings and these can then be used in our monthly magazine and our calendar. Thank you all for taking part in the Clubs activities.

Catherine Millar.



Good numbers attended the AGM—Photo Linda Laing

The logo for Guthrie Bowron, consisting of the letters 'GB' in a bold, rounded, green font.

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Secretary's Scribblings



Secretaries Scribblings.

What a great spell of early winter weather we are having at the moment. I was at my sons at Oxford over Kings Birthday weekend and saw many of the Vintage Cars on the Irishman rally in Oxford at lunchtime on Saturday. From the videos and pictures I have seen on Facebook, it looked like a great weekend. I wished I was there but didn't have a co-driver, but I have remedied that for next year with a friend from Ashburton coming with me.

Also recently has been the Highland Fling Rally based in Taihape, with over 100 pre-1931 cars. This is becoming a very popular rally and next year will be based in Feilding. I will be going, so keep an eye out for entry forms. Held about ANZAC weekend.

We had our first Committee meeting for the new year on Wednesday, and it is good to see two new members on the committee, Jim Mclean, and Gary Vercoe. Welcome aboard. Also, great to see Gerry Roodakker take up a position as the second representative from our Branch on the Brayshaw Heritage Park Association Committee, along with Don Laing.

You would have seen quite a bit of publicity in the papers over the past few weeks about the changes from Heritage Trust to the District Council. This has nothing to do with the Vintage Car Club, doesn't mean any thing will change for us, and it is business as usual for our group.

Club Captain Catherine has a couple of good runs organised over the next month, so look out for them in coming events, and please support. It is VERY disappointing when runs and events are organised and only a handful of people turn up. For the night trial we only had 6 entries, but a great run organised by Mac and Chris. May look at a different evening next year as Friday evenings are very busy on the roads.

We have the Branch Annual Dinner and Prizegiving on Sunday 23rd July at 12 noon at the Woodbourne Tavern in Renwick. We also have a presentation of a 50-year award to a member, along with some 25 and 35 year badges to be presented by National Management Committee member Murray Trounson. Please put you names down in the Clubrooms, or let one of the Committee know.

Around the grounds we have been given permission from Marlborough District Council to remove the large trees behind the parts sheds, and Cookes Tree Services have been contracted to do that for us. They will cut down and mulch any branches and leave larger logs to be cut into firewood, which will then be sold.

We are still waiting on final design work and Engineering for the shed rebuild, which will hopefully be completed by the end of the year.

If you are up on Patchetts Green, you will notice a tree has been planted at the South end. This is a memorial to John May, a life member and one of the early movers and shakers of the Branch.

Coming up in August on Sunday 20th is the VCC National Day, Daffodil Day, once again raising funds for the Cancer Society. Please note on your calendars.

Back in April, when you had smoko each Wednesday, a donation box was out on the table for members to put \$5 into. This was to go to flood effected folk in the Hawkes Bay Area, and your branch has donated \$2000 to that cause, so thanks to those who donated.

I have just had notice that the AGM of the Vintage Car Club will be held in Nelson on Saturday 12th August. If anyone is interested in going along, which you all have the right as members to do, then please be in touch before the end of June, as I will be in Australia in July.

Have a great month of Heritage Motoring.

Chris Bird - Secretary

New Members.

Pat Barnes. Pat has been a long-time helper in the Kitchen and she and Ian have opened up their home at Anikiwa in January for our Summer Run. Welcome.

James Travers from Raurangi, Ford Model A.

Welcome along, and it is great to see you at Wednesday Smokos.

Non commercial

Advertising in the Vintage Viewpoint

is free for members of the NZ VCC NZ.

Our close-off is the 1st Friday, after the branch meeting of every month.

To place an advert : Contact the Editor,

Chris de Wagt P: 5777 238

For Commercial Advertising please contact the
Secretary Chris Bird.

Update from Your Kitchen Custodian



Winter has arrived, hopefully the weather becomes a little more settled, with a frost (BRRRRR) and a sunny day to follow.

Well May was another quiet month, with a 90th birthday celebration and our Natter & Noggin night, this was also the night trial, with only a few taking part, then back to the club rooms for a hot plate of soup and then the pot luck desserts.

This was another successful evening, again the different desserts are amazing. Natter & Noggin for June is Friday the 30th. and it is Finger food. @ \$20 pp.

Keep warm, safe and well.

Cheers Dale



2023 South Island Club Captains Tour (Grant & Caryl Simpson)

Friends in Kimbolton contacted us to ask if we wanted to go on the Club Captain's Tour with them. As we had never been on one before, we decided it would be a great last hurrah before selling our 1968 Volvo Amazon, so we promptly signed up.

Starting in Ashburton, we decided to get there via the Molesworth as our friends, Glyn & Cathy Clements (in a P4 Rover called Rhonda) and another couple (in an MX-5) were keen to travel this route. We were lucky with the weather as it only rained a little on the day but earlier downfalls had settled the dust without making it too slippery.



The information panels along the way were interesting, as were the cob huts. We lunched in one of them beside the Hodder Bridge.

Arriving at our Ashburton motel, after an overnigher with family in Christchurch, we quickly got chatting to others who, judging from their vehicles, were also on the tour. Cars ranged from a 1930 Ford Model A and a Chrysler from the same year to a 1986 Holden Camira with a wide range in between. Our first night was light finger food at the Ashburton VCC rooms.

Day 1 went from Ashburton to Rangiora around a lot of back roads, many of them gravel. We all left each morning in our own time, as the wide range in vehicle years meant vastly different cruising speeds. We would meet for Happy Hour at the end of each day when we'd be given the lowdown on the next day's drive plus someone would be "awarded" the Wooden Spoon. We would also be regaled with a range of jokes from the tour organiser, Alon Mayhew. We went through Geraldine and lunched at Fairlie. From there, it was through the scenic Rangitata Gorge to Rangiora. A 1973 MGB GT was having major brake problems so they had to head into Christchurch in the hopes of getting it fixed and catching up with the group the next day.



Day 2 saw us travel from Rangiora to Cheviot, again via back roads as often as possible. Most made a stop at Waimak. Classic Cars where some chose to take a tour of the show room while

others got to play the inaugural game of mini golf on their just completed course. All the greens and holes were car related and it had been well laid out. On leaving here, it was off to Greta Valley and through Gore Bay to get to Cheviot. The MGB had been successfully fixed and was back on tour, catching up at day's end.

Day 3 was Cheviot to Hanmer Springs. As there were no alternative roads to take, we headed straight there. The idea was to have a mini golf competition in the afternoon, as the course was next door to the motel, but the weather had packed in so that idea was flagged and everyone was left to their own devices, either looking at the shops, soaking in the hot pools, or relaxing in their accommodation. There was an optional gravel road with a ford just out of Hanmer, which a few cars decided to go through (those with a higher ground clearance), including the Rover, an Austin A90 and the Chrysler. There was a 4WD arranged on standby with a tow rope but this was not necessary.



Day 4 got more interesting as we headed from Hanmer Springs to Murchison as, again, the main road was the only choice for most of the journey BUT we all gathered at the start of the Maruia Saddle and were given the choice of continuing down the main highway, like normal people, or going over the saddle. As I was driving, I had to be persuaded to go this way and wasn't too keen but conditions were similar to the Molesworth but with more, tighter, corners and there weren't as many passing areas. There were also 5 shallow fords to go through. Luckily, those of us who chose this route went through together and only passed a few, very interested in our convoy, cyclists going the other way. It was a totally different way to enter Murchison than we were used to, coming in from the valley rather than the main road. Our evening meal was provided by a community group in the Murchison Sport, Recreation and Cultural Centre. All the food was home made by members and, in our opinion, was the best we had on the whole tour! They laid out the tables beautifully with model vintage cars as centrepieces and the placemats all had different pictures on vintage cars on them as well.



Day 5 saw us heading from Murchison to Hokitika. The route said to go up to Punakaiki then back through Stillwater, Ruru, Rotomanu, Inchbonnie and Lake Brunner but Grant and I went straight to Hokitika. We were supposed to be staying with our daughter there but she tested positive for Covid 2 days before so we were going to do some emergency shopping for her while keeping as far away from her as possible. Our Happy Hour was held at the beach so we could watch the sunset.

Day 6 was Hokitika to Haast, via Kaniere and Rimu. We stopped at the historic Ross Pub as there was a private motorcycle collection housed over the road and several wished to see it. I took lots of photos to show Trevor Harris. Our next stop was lunch at Fox Glacier before being directed up the hill behind the main road to see a few more motorbikes in another private collection. From there it was straight to Haast. It rained steadily all night and was still raining when we set off the next morning.

Day 7 we drove from Haast to our final stop in Cromwell. For the first time on the whole trip, it rained steadily all the way until we reached the Lake Wanaka side where it finally stopped. We were all to meet at Central Machine Hire, in Wanaka, to see a very large collection of heavy machinery. Grant and I couldn't find any of the group there, as we didn't realise we were about half an hour ahead of everyone, so we headed out of town figuring to head straight to Cromwell. On the way out of Wanaka we saw the National Transport & Toy Museum so stopped to spend a couple of hours wandering around the exhibits. A very interesting place with the most eclectic collection of toys, cars, planes and memorabilia.

Our final dinner was at the central Otago VCC rooms and they served up a delicious buffet.

We enjoyed our week away and found everyone to be very welcoming and friendly. We weren't the only first timers either. The next Captain's Tour will be in the North Island and probably organised by Glyn Clements as he is being nominated for the position of North Island Club Captain and, as far as I know, is the only nominee. He has great plans and the next tour will certainly be an interesting one, so consider attending as you will have great fun and meet some friendly folk. **Caryl Simpson**

Motorcycle Report

Usually changing the weekend and dumping it on Mother's Day would be a recipe for a disaster and it would be fair to say I had my misgivings but with an invite to combine with Nelson again before winter makes it difficult not to, so we took a chance.

Fifty-seven motorcycles and a beautiful day weather wise would say it worked out ok especially since our normal weekend turned out wet, cold and miserable. Viv and Barry doubled up on Norton's which seem to be flavour of the month at the moment, Barry on the McClintock Norton and Viv the Dominator, Triumphs also were in abundance with one Daytona having its maiden run after restoration, there was a good cross section of bikes from Vincent, a Moto Guzzi Eldorado and a modern Indian to several Hondas.

Giving the Rai Tavern a heads up on Thursday that they were to be inundated with up to fifty motorcyclists on Sunday was appreciated by the owner giving him time to arrange extra staff, unfortunately all his staff said bugger off its Mother's Day leaving it up to him, his better half and young son who all put in a big effort to get us all fed and then said thanks for coming, come again soon, obviously a tiger for punishment.

Apparently there has been a bit of bike swapping being indulged in with a Norton heading Ward way and the trailer returning with an AJS to Havelock to join a recently arrived 250 Royal Enfield project, several members are slaving away in sheds on restorations with progress being made in some quarters.

Our next months ride will be to the Linkwater tavern having a combined lunch with the cars, we will go in via the Picton end coming home via Havelock with the cars doing the opposite hopefully avoiding any traffic jams, to avoid any congestion at the park we will meet up in the carpark at the entrance rather than our usual spot outside the building.

Glenn

Motorcycle Calendar

Sunday 18th June

Leave the park at 11am for a combined run with the cars via Picton to the Linkwater pub for lunch.



I was born in the middle of winter at the inconsiderate time of 2-30 in the morning at Holmsdale Maternity Hospital. For those of you who are recent arrivals in Marlborough Holmsdale eventually became the start of Bethesda Retirement Village. Some of our local population who were born there may end up dying there. I came into the world naked, wet, kicking & crying. I weighed a sturdy seven & a half pounds so my mother was probably crying as well. She may have cried again when she saw me. I was born with jaundice. All the other babies in the nursery had delicate pink faces but I had a face the colour of a ripe orange. I stood out amongst the other babies the way Nat King Cole would have stood out walking around with his short off amongst all the girls dressed in white at the annual virgins picnic. It was not funny for me & it left me with a life long inferior complex. I hope when I leave this world I go with a lot more dignity than I displayed when I arrived. Time will tell.

My home for the first eight or nine years of my life had once been a stately house on Taylor Pass Road. High gables, verandah. It was well past the stately class when my family in it. Naturally it had no mod cons. Meat was kept outside in a small metal safe. A punice copper was boiled up to wash clothes. My mother slaved over a black wood & coal range to provide hot meals, puddings, biscuits & cake when the wartime ration coupons allowed her to purchase the ingredients which could not be produced on the property. The range also heated the hot water cylinder from cold to hot in about four hours. We had a large cast iron bath which turned the hot water back to cold water in about four minutes. Apart from the range there was no heating so with a ten foot stud the bedrooms were as cold as the proverbial polar bears bum,

The house was sited on several acres of land. A large shed was standing, but only just, on one side of the land near the house was divided into sections. One section housed my fathers early 1920s Chevrolet truck & our Morris 8. The rest of the shed was divided into a woodshed, toolshed & workshop. Further back on the land there was a fowl house & a cowshed. Another small shed had the churn & seperator for supplying us with milk, cream & butter. At the time my older sister & I would not have known how lucky we were to have a steady supply of eggs, poultry, milk, cream, butter, & vegetables which were in short supply for many of the children living in town. If we ran short of meat it only needed a short walk over the back fence or a drive further up Taylor Pass Road in the evening to secure enough rabbits to keep us in rabbit stew for a fortnight. The area was infested with them. My father dried & sold the skins to supplement his income. The other small building on the property was the dunny. As a convenience it was very convenient. We had to walk, or run, a chain to pull the chain. Apart from the war years when there was a military presence in the area it was a quite neighbourhood. So it should have been. The house was sited between No1 Block & No2 Block of the Onaka Cemetary where my father was the sexton/caretaker. Back then No2 people were less tolerant of other peoples religious affiliations. No2 Block, the first Block as you go up Taylor Pass Road was only for Catholics. No 2 Block on the other side of the house was for Church of England, Preberterians, Methodists, Sallies, other minor religions, atheists, heathens Old Uncle Tos Cobligh & all. Across the road in

No3 Block the R.S.A. had their well set out area & amongst the Pine trees along Wither Road was the paupers graves. Some of those graves had a simple wooden cross or a few boulders marking the outline of the grave. Only one or two had small cheap headstones laying horizontal on the ground giving brief details of the deceased. Now only one is visible amongst the shrubs which replaced the Pine trees. It reads: William Lawson Sharpe. Born 1855. Died 1942. Aged 86. Halfway down the grave another flat rough stone has been added which reads; A Bank Teller Who Ran Away. There must be a story behind the strange epitaph. My father would have buried William but he did not know how or when the second stone got there or the story behind it. I guess we will never know.

Visitors to the Protestant block had the luxury of a toilet which was built on to the back of ours. Caught short the Catholics had to sprint up the road past our house or head for the Pine trees which surrounded every block. The Catholics had one thing the Protestants did not have. An air raid shelter. Thats right. An air raid shelter. Whether it was put there for cemetery users or the sextons family I do not know. It was a 400 gallon corrugated iron water tank buried on its side below ground level & covered over with the dirt from the hole. A trench gave access to an opening cut in one end as a door. Who in a flight of fantasy thought Emperor Hirohito or Admiral Yamamoto would have thought several hundred deceased Catholics were a military threat Lord only knows. There were Army camps down the road at the showgrounds & up the road Meadow Bank. A much bigger Army camp at the Delta & the Airforce was operating from Onaka, Woodbourne & the Delta. Onaka cemetery would not have appeared on any list of strategic targets in Marlborough. The shelter would have been useless any way. It would have survived a direct hit from a hard boiled egg dropped from a thousand feet but anything more lethal would have scattered the shelter & its occupants all over the cemetery. I do not know if our parents got my sister & I out of bed in February 1944 & got us into the shelter when everyone in Renwick, Raperua & most of Elenheim were woken up when the war came to Marlborough. Sirens were sounding at the airfields & fire stations. Artillery, machine gun & small arms fire was echoing off the hills & the biggest pyrotechnic display ever seen in New Zealand was lighting up the sky above the Delta. There was no need for the panic. His Majesty's armed forces at the Delta without any help from the Japanese had managed to set fire to the biggest ammunition dump in the Province.

I do not know when my father started work at the cemetery but his diaries which I have date from 1942 & detail his daily work. Digging graves. Sometimes none for several days & sometimes three in one day. My mothers family lived a short distance away away in Wither Road & sometimes her father &/or her brother, Gordon & Chum Rayner assisted if multiple graves needed digging. Paticuly at weekends. At other times County Council staff were called on. When a funeral was scheduled he returned to the house where my mother would have his suit, white shirt, tie & clean shoes laid out. Back at the cemetery he took his place at the head of the grave with the minister & undertaker. He provided the ashes & dirt for the dust to dust etc part of the service & supervised & sometimes assisted with the lowering of the casket with ropes he had

put in place earlier. There was no lawns between the rows of graves at that time there was light gravel paths which needed constant push hoeing to keep weed free. As the cemetery blocks expanded he dug out & gravelled more paths. The Pine trees around the Blocks had to be kept trimmed & topped. Dead flower boxes had to be emptied & dying wreaths which were then in fashion had to be gathered up & burnt. Today if someone wishes to locate a grave they go to the District Council Office. Back then they knocked on our back door sometimes interrupting a meal or causing my mother to fetch my father from somewhere in the cemetery. The same applied if someone wanted to book a plot. Dad allocated the plot & took the payment. Ten shillings for a single plot £1 for a double. Several years ago I booked a double plot in the same cemetery close to where our house used to be. It cost \$1327 & it is only half the size of the old £1 plots. The reason for the size reduction is husbands & wives used to be buried side by side. Now they are buried one on top of the other. Quite fitting in one way but the obvious reason is to save space. Fees were also collected if someone requested some maintenance work be done on a family gravesite. Cemetery records & fees received were kept in a safe inside the house & at regular intervals my father climbed the stairs at the County Council Office which later became the Hotel D'Urville, & handed over the cash & transaction records. On fortunately rare occasions a family disagreement or an undertakers error would result in the relocation of a deceased. One which my father remembered vividly was when sometime after a pauper burial the R.S.A. learnt the man was a war veteran & quite rightly demanded the man be reburied in the R.S.A. Block. Paupers coffins built as cheap as possible. When my father got home my mother probably had the copper boiling & a change of clothes OUTSIDE the back door. An extra to his job as sexton was recording the weather. There was a structure in the waste land behind the house land which contained a rain gauge which he checked & recorded after every rain. Sunshine recordings were more hazardous as the device was sited on the ridgeline of the hospital boiler house across the road from the cemetery. A permanent ladder gave him access to the roof & he clattered up a roof ladder to the ridgeline. It was a very steep roof & a long way up. My mother could not watch. If he had stood up while he was up there he would have been in danger of being knocked over by a Tiger Moth leaving the Onaka Aerodrome. For all his labours his annual income was a little over £300 a year rising to £400 when he left in 1950. I am not sure if that included the £1 he was paid separately by undertakers to dig graves at Tua Marina, Renwick, Kaituna etc. Some weeks he worked Saturday & Sunday to be ready for funerals early the following week. Out of his wages he paid £2-10s a month rent for the property.

There has been some interesting articles in the local papers recently about old cemeteries. Maybe some of us are a bit morbid but old cemeteries can be interesting. Burials in the Onaka Cemetery began in the late 1800s & many of our early local prominent identities are buried there. Some of their names can still be seen on the old headstones. Some of the early headstones are monuments which must have cost a fortune at the time. Others are small with just basic details only. Some recall tragic

events. Sadly there are a lot of infants & children. It is obvious adult life was on an average much shorter 100 years ago. Some have interesting epitaphs. One which caught my eye & caused a frown reads as follows;

IN MEMORY OF
STEPHEN LINN MULLER. M.C.R.S. ENGLAND

Who Died—26th OF MARCH 1891.

He was the first Resident Magistrate of the Wairau & position he held for twenty two years

REQUIEST IN PACE.

I wondered if he wrote it himself before he died if so it may be a bit pretentious. Some historians have not been peticuly kind to Stephen Muller. The M.C.R.S. after his name identifies him as a surgeon. How did he get the plum job of Resident Magistrate of the Wairau which later became the Marlborough Province. Those of us who have had the misfortune to serve on a jury would possibly have had as much legal experience as Stephen Muller. Just two years after arriving in N.Z. from England he somehow obtained a grant for 45,000 acres of land in the upper Awatere Valley which still bears the name Muller Station. He put managers on to develop it. He seldom went there. He cut two ff & sold two blocks & after a few years sold the rest of station. Stephen & his bank manager must have had smiles on their faces the width of the Muller stockyard gates. Stephen either had friends in high places, a silver tongue or or write himself a damn good C.V.

I frowned again when I read further down the headstone.

MARY WIFE OF THE ABOVE

Died 18th OF JULY 1901 AGED 91

Those brief details do not do justice to Mary Ann Muller who was accredited by none other than Kate Shephard as being the pioneer of the suffragette movement in N.Z..

Why Your Tyres are Black—By Robert Bacon.

You removed your errors in elementary school with pink and blue erasers. And if your high school was anything like mine, every shade of the rainbow flew past your head (if you were lucky) in the form of elastic rubber bands. So, as a gearhead, when I look at cars, motorcycles, and trucks, I wonder why the tires are always black.

Couldn't automakers spruce them up and add some spice to the scene? Well, no, Goodyear once attempted to make a coloured tire to match any occasion but failed.

And here's why.

The rubber that forms the base of your tires' compound starts life with a milky white colour and is made from a mixture of sap from a rubber tree and synthetic rubber. It's interesting to imagine, but I wouldn't fancy trying to keep it clean. But aesthetics have nothing to do with the fact that your tires

are black by the end of the manufacturing process. The reasoning is far more practical. In the late 1800s, cars were finding the limits of grip provided by their wooden wheels with a band of iron around the rim. So, in 1895, the rubber tire was born to help lay down the four horsepower most models were putting out around then.

Unfortunately, the white tires would get soft and tacky when hot and rigid when cold. Something needed to change.

Tiremakers experimented with various techniques until Sidney Charles Mote and a team of experimenters in England, discovered the reinforcing effect that a substance called carbon black adds to rubber in 1904. They learned this by taking soot, which contains black carbon, from different industrial processes and blending it with the rubber mixture, turning it black. Carbon black is a pigment derived from the incomplete combustion of crude oil or natural gas in a limited-oxygen environment. The process produces fine soot, which is kept in silos at tire plants. Regular soot is no longer necessary, and carbon black is added directly to the manufacturing process. And more than a century later, it's as important as ever.

Firstly, adding carbon black to the rubber mix helps to stabilize more than 20 chemical compounds in tire rubber. These chemicals help to ensure tires stay flexible and provide strength under load. But the benefits you notice daily are improved performance and longevity.

Have you ever found an elastic band on the ground during the summer? The slightest stretch, and it snaps. Carbon black protects tires from harmful UV rays that cause the rubber to become brittle and disintegrate. We don't want our tires to be too hard, as it decreases performance, but in the same vein, we don't want them to get too hot.

When your tires get too hot, performance drops, but more importantly, their lifespan decreases tremendously. You don't need to tear around a race track to get your tires hot around the tread and belt areas, as regular highway driving on a hot day is more than enough. The carbon black in your tires works to disperse and not trap the heat generated while driving. Without it, the wear-and-tear would guarantee you'd be replacing your rubber at a financially alarming rate.

In short, carbon black keeps tires performing better for longer and, as a by-product, turns them black. And, honestly, would you want them in any other colour?

Nelson Branch about the Biennial Rally. From Mike Bryan, Nelson Chairman.

This year it is the turn of the NELSON BRANCH to host our popular BIENNIAL, Springtime Rally and we have now set the date as **23rd and 24th of September 2023** based where several of our Branch live in MURCHISON, for a different idea.

It's a little earlier than usual this year, for various reasons and we hope that as MURCHISON is almost equally a two hour journey from both BLENHEIM and GREYMOUTH and just less from NELSON and WESTPORT, that we will be joined by lots of keen rallyists from all across the TOP OF THE SOUTH!

The format will be for each Branch to organize their own relaxed drive to meet just north of MURCHISON in the Gowan, Lake Rotoroa region, for your own morning tea at around 10.30am [some may have arrived in Murchison the evening before.] After your snack we will tour back to Murchison using an interesting route, off the Main Rd and meet for lunch on a members property in Murchison to have your own lunch and perhaps peer in his sheds.

After lunch we will have another 'off the beaten track' tour which will take about 1.5 hours before joining the Main road, south of Murch. Some West Coast members may now wish to escape home, but we would hope that the majority will want to spend the night with us in MURCHISON, and we have booked our Recreation Centre rooms for a catered meal, by another local Club, with a chance to BYO and noggin and natter.

If there is sufficient interest we will organize some field tests, gymkhana style for you on the Sunday morning.

PENMANS MOTELS in Murchison PH 03 523 9278. have been very good to the VCC with donations to the Cancer Rally and the new GRAND SUITES Motels , 0800 854 551 on the Main Highway, opposite the REC PARK have been offering discounts to groups such as ours. Please quote the VINTAGE CAR CLUB when you book.

MATAKI MOTELS : matakimotel@gmail.com. \$260 per night for 2 bedroom unit, standard studio unit \$125 per night.
Ph 0211703838

The following badges are produced and sold by the Branches as follows:

Bumper Badges: Brass or Nickel plated

Hawke's Bay Branch

E: hawkesbay@vcc.org.nz

PO Box 3406 Napier 4142

Jacket/Blazer Badges: Cloth

Eastern Bay of Plenty Branch VCC of NZ Inc.

E: easternbayofplenty@vcc.org.nz

PO Box 2168 Kopeopeo Whakatane 3159

Lapel Badges: V.C.C. General

Wellington Branch

E: wellington@vcc.org.nz

PO Box 38-418 Wellington 5045

Car Rally Number Holders

Ashburton Branch

E: ashburton@vcc.org.nz

(Check branch for sizes) PO Box 382 Ashburton 7740

V.C.C. Motorcyclist

Wairarapa Branch VCC of NZ Inc.

E: wairarapa@vcc.org.nz

PO Box 7 Masterton 5810

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E: northotago@vcc.org.nz

PO Box 360 Oamaru 9444

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E: manawatu@vcc.org.nz

PO Box 385 Palmerston North 4440

VCC Winged Vehicle Stickers

Central Otago VCC of NZ Inc.

E: centralotago@vcc.org.nz

100 year vehicle badges

Please refer to Section 40G for the appropriate application

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E: admin@vcc.org.nz

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David Bool P: 03 579 4716

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Trevor Harris P: 03 572 5323

The Marlborough Branch
Of The
Vintage Car Club
Of New Zealand

An updated history of the branch from 1958 – 2022

Written and Researched
by
Trevor Harris



The Marlborough Branch Updated History book

is now available.

Copies can be picked up from
Trevor at 6 Milford Street
(Ring before coming around on
578 4142) or
on Wednesday mornings at the
clubrooms.

Payment of \$50 can be made
by direct credit

03-0599-0246604-001

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The logo for Blenheim Testing Station (bts) features the letters 'bts' in a bold, white, lowercase sans-serif font. To the left of the letters is a stylized white arrow pointing to the right, which is partially enclosed by a white shape resembling a road sign or a stylized 'b'.

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Tyres - Tyres Tyre sale \$10 - \$20

12in x 540 ,

13in x 525 - 560 - 600 - 640 - 650,

14in x 520 - 525 - 600 - 695 - 735

15in x 600 - 630 - 650,

16in x 575/600 - 175 radial - 670

Truck 17in x 560 & 18in x 525/550

Good selection of tubes

\$5.00 each no patches.

Contact: Tris Winstanley
M: 0274440834

Cars For Sale

1936 MORRIS 8 SERIES SPORTS

The vehicle is being sold reluctantly and was restored by Russel Newal in Gore. Purchased in 2005 the vehicle has done 1534 miles since then. There have been periods when it has been off the road. It has a Series E motor and 4 speed gearbox and the original motor and gearbox to go with the car. Registered and WOF are current. Arfa Anderson and Owen Packham are familiar with the vehicle.



Asking Price \$20,000

Graeme Haymes **P0274922997 / 03 578 7303**

Expressions of Interest circa 1923 Swift tourer

A major but interesting project, totally dismantled but includes all the hard to find parts, dry stored for decades. Expressions of interest sought, enquires to parts custodians please. *Picture is indicative of what it could look like!*



1965 Rover P5 3L

New door seals, electronic ignition and security kill switch fitted – leather upholstery with colour coded seatbelts, original under dash & in boot tool kits with Solihull workshop manual. Original Nelson ownership/registration with some documented history.

Genuine 054,400 miles (087,500 kilometres)

\$20,000 ono

Contact Stan 03 5775509 - email Consultech@xtra.co.nz

Motorcycles for Sale

Jawa 350 Twin Sport 1987

Overall it is in good condition, complete and very original. I have quite a few useful spares, including tank transfers and engine parts, all included.

Fully road legal and a nice easy bike to ride. Go and lay a few smoke screens! I restored it around 20 years ago and it is now tired, but loveable, time for me to move on.



Paul Radmall. 027 577 8328

Suzuki GN250 (2006)

Looking to get \$2,500
(ONO)

Link (0272623496)



1974 HONDA CB125

25,000 KMs.

One owner since 1976
Has been in storage some
time and registration lapsed.
Fuel system cleaned and
now starts and runs well.
Ideal farm/vineyard bike or
re-register as a commuter



Selling with helmet, medium size leather jacket, spare front tyre and front mudguard. valued at \$1500 if registered. Make an offer as is.

Contact John Sigley 027.2720584

Parts for Sale

Morris Mini or 1100 starter motor.

Unused since overhaul by Lucas NZ ltd. \$50

Contact Earl P: 577 7839

AA Badges

These are in very good condition and are Marlborough ones, very rare.

Toyota Plate surrounds

A set of very early Toyota Plate surrounds in very good condition.

**P: Stuart 03 579 4458
15 Avening Close**

Klaxton Horn

by Smith of London 4 9/16
Trumpet

In very good working condition.

Makes plenty of noise. Has a mounting bracket fitted to it. Can be for a car or motorcycle.

Hand operated model



Running Board Tire Pump

A globe MFG Co product. called Dead Easy. Supplied by A Russell and Co Dee Street Invercargill. Sole NZ Distributor. Still has the tag on it. In working order. Hose needs replaced

Phone: 579 4458

FREE FREE FREE

Windscreen and rear window believe to be for
Morris/Austin 1100

Contact Bruce or Zoe 03 7327060 or
email gen4use@gmail.com

PURCHASING PARTS *from* THE SPARES SHED

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

Contact: Tris Winstanley M: 0274440834

Fordson E83W

selection of parts.

Chevrolet

radiator badge selection.

Hudson 1929

parts, body panels and some mechanical.

Wolseley 1250cc Engine

complete with after market cast aluminium tappet cover.

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.

Mark 1 Ford Cortina and Escort

mechanical parts, engines, gearboxes, rear axles etc. etc.

1930s Morris 10

or 12hp s/v engine P.O.A.

Mopar s/v head selection

includes Chrysler and DD Dodge.

Ford Escort n.o.s.

water pump. P. O. A.

1930s Morris Minor

Front axle with wheels and bumper

Dodge light truck

s/v engine circa 1953/4.

MGB 1.800 engines.

One complete and turns over.

Dodge car

radiator surround, circa 1930/31, had a good badge.

Set of four near new 15 inch cross ply tyres, suit EIP Vauxhall etc

Huppmobile

An assorted selection of mid to late 20s Huppmobile mechanical parts, enquires to Parts Custodians

Essex four

engine and rear axle assembly.

Circa 1958 Standard Vanguard Ute

running chassis, the engine starts and runs well and is drivable, (no reg or wof), P. O. A

Vintage era steel rear trunk

complete with lid and corner fittings etc. Open to offers.

Marlborough BRANCH OFFICERS



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Chris Bird Mobile: 027 247 1089

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Barry Wilson (Margie) 578 1587

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Gerry Roodakker (Jeannine) 5793001

Branch Spokesperson

Rob Galloway (Adelle) 578 2395

Clubrooms Phone : 578 0616

Website: www.marlboroughvcc.com

EVENTS : This Month....

Sunday 18th Combined Run Motorcycles & Cars

Motorcycles : leave the park at 11am for a combined run with the cars via Picton to the Linkwater pub for lunch.

Cars : Meet Clubrooms 10.30am (Out of town members can go direct...just let me know. Cath 0212089166)

Friday 30th Natter & Noggin, Finger Food @ \$20.pp.

Next Month

Sunday 2 July - Afternoon Out. Ladies to quilting display, Men to Garage. Meet Clubrooms 1.15pm to car pool.

Sunday 16 July : Snow Run. Nelson has advised it will now be back at the Community Hall St Arnaud. BYO Lunch.

Sunday 23 July - Club Prize Giving Lunch at Woodbourne Tavern

Friday 30th Natter & Noggin from 5:30pm

Further Down the Road

Sunday 6th August : Marlborough Trials more info to come in next newsletter.

23rd to 24th September The Biennial Rally in Murchison

If the is undelivered return to 10 Houghton Cres, Redwoodtown Blenheim

