



October 2025 Issue 10

Vintage Viewpoint Marlborough



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

EVENTS : September

Sun 19 Oct. - Combined run to Linkwater. Cars meet at Clubrooms 10.30am Motorcycles note the earlier time 10.30 am for a combined ride with the cars to the Linkwater pub for lunch.

Sat 25 Oct. - Vines Village 4.30 pm- 7.30pm Help celebrate Spring mixer event.

Friday 31st - Natter & Noggin. Pot Luck.

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

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Front page is an old photo from 2021 - you want to be on the front page - send me a photo....



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WANTED

YOUR PHOTOS

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 talk to Mac on a Wed am.



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 struggling to think of anything to report on this month in the car scene. We postponed a committee meeting last month with Chris being away in the Australian outback.

A great day was had at the trios event or mudplug as some all it, fewer entrants perhaps but still a good turnout of participants, spectators and the weather was fine to.

Not strictly VCC but many A entrants would be members. Last weekend based in Picton we had international Model A day, a world wide annual event. Based at Oxley Hotel it started with a meeting greet on Friday night, a rally and evening meal on Saturday, and then 23 of the 42 cars attended the Omaka air event on Sunday. A great weekend washad by some 80 plus people from Christchurch, West Coast, Nelson and Us Locals.

Coming up,,,

this Wednesday our branch will be presenting our raised Daffodil day funds to the Cancer Society, once again you all participated and our donations plus the public and generous local business input we have \$11000 to pass on to Cancer Society. Well done Team VCC.

Also coming up is the Canterbury Swapmeet, a combined run cars and motorcycles to Linkwater and early in November the Coast to coast rally, leaving Blenheim, through Molesworth, Rainbow and the coast to Hokitika. I understand quite a few entries from away on this event organised by Nelson branch.

Well that's all for now folks.

Have a great October.

Cheers Rob



Club Captain's Report

As the days are warming up Club members are getting out there. Some have been busy with the Mud Plug, nine cars attended the Biennial Rally held at Reefton and our model A owners celebrated Model A Day at Picton.

We have also opened our museum to the International truck owners visiting the Park and Harris Glade was to be the venue to a members wedding but the cold wind forced them into the museum. Congratulations to John and Frances Larcombe.

The proposed bus trip to Founders Park Nelson, Monday November 3rd - need a few more to make this a goer. There is a sheet at the Clubrooms for names.

Our 2026 Calendar is being printed.

A combined run with the bikes to the Queen Charlotte Hotel, Linkwater for lunch is on Sunday 19th October, names please for this.

Cath Millar

Subscription Reminder

All members have now been emailed or posted their annual renewal subscription invoice.

They were emailed over Friday 5th Sept and Monday 8th September. Invoices that were posted were mailed by 10th September.

Subs invoices are due to be paid by 31st October 2025. Reminder statements will be posted in November.

If members have not received their subs invoice by the end of September, please advise them to contact National Office.

Kind regards, Linda Duffell

**Office Administrator : The Vintage Car Club of New Zealand Incorporated,
The Historic Vehicle Authority of New Zealand**



Marlborough Branch of the Vintage Car Club of New Zealand Inc

Daffodil Day Vehicle Show

Grateful thanks to the following sponsors for their generous contribution towards the fund raising for the Marlborough Branch of the Cancer Society

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HELP - Anyone?

Hi there,

I'm on the hunt for information. We own a 1912 Ford Model T which we're currently restoring and hope to have back on the road this year. We purchased it from the estate of Evan Perrin, who got it from John Gray, who got it from John Pauling, who got it from Trevor May.

I have been talking to John Pauling recently about this car, and he says that it belonged to the Holdaway family, and it was found "at the Wairau Bar". I'm looking for a way to contact anyone descending from Holdaway's around the Marlborough area that may have any more info about the car and/or the original owner. (My initial research of Holdaway's in the area suggest that they were quite a big family).

Wondering whether there may be anyone in your club worth talking to that may either remember the car when it was recovered (I believe by Trevor and someone else), or whether you know any Holdaway's that I could start a conversation with to see if there is any more to learn?

I've been told of (but haven't yet seen with my own eyes) an original photo of the car and family, apparently taken in front of the local Ford dealership at the time. John has a copy of that and I should get hold of it eventually.

Any help in tracing the history would be much appreciated.

Regards, Haydon Rowe Manawatu E: haydon.rowe.nz@gmail.com

Secretary's Scribblings



Well, this time last month I was writing my report from Mt Dare in the Simpson Desert in Australia. A few stats, the desert is the 4th largest in Australia and is 176,500 Km² which is larger than the whole of the South Island.

After Mt Dare we travelled 270kms north and then headed back across the desert on the Madagan line to Birdsville for another 6 days. This line was first crossed in 1939 and took 25 days with a party of 9 along with 18 camels. In 1929 Dr Cecil (CT) Madigan undertook a series of aerial reconnaissance of central Australia and in 1939 followed this up with a scientific expedition into the Simpson Desert. It's now a popular, but extremely demanding, desert expedition. The speed of travel for this trip was 15 kph, while the southern route was 25kph, all this because of the roughness of the tracks. An amazing place and well worth a visit, especially in a year when there had been plenty of rain. I doubt the model A would make it!!

I then visited my sister and brother-in-law in Western Australia for a few days before heading home a couple of weeks ago.

From our Committee meeting last week:

The amount of money raise for the Cancer Society on Daffodil day and previous funds raised from local businesses, was finalised. We have \$11,000 to donate, and this will be done next Wednesday the 8th at 10am as part of the usual morning smoko.

I would like to thank all those who took part and helped in any way, and especially those who gave willingly before the event. I would also like to thank McKendry Ford for being part of the event with displaying the Branch Ford Model T car in their showrooms which created some discussion.

Subscription notices have been sent out from National Office, and those of you with email would have received these by that means, while others would have got theirs by snail mail. If you have not got yours, please contact me and I will see why. Once you pay this, \$35 comes back to the branch, so please pay promptly to keep us afloat for another year.

From Gerry who represents us on the BHPA, they have a representative from the District Council now coming to their meetings, and she is going to follow up on getting the roads through the park sorted, as well as looking at a long held promise of a new water main to the top end of the Park, and a piped sewerage system.

As I sent out last week, the Vintage and Farm Machinery group are building an extension on their engine shed, so the road up past Patchetts Green will be closed, and our access will be onto the green by the bottom gate.

The Tua Marina machinery Group are in the process of building a new facility in the horse paddock behind the main Museum.

The grounds are looking great, thanks to Cath for the gardening and Jim for lawn mowing. The area has had fertiliser spread on it and soon irrigation will be started to keep the area green over the summer.

Ross has been looking at some changes in the museum. There will be a change of lighting to LEDs which will mean brighter lights and less cost for lighting.

Also, on his list is to go through the equipment in the museum and work out what we own and what is on loan. There will be a letter sent out to those who have loaned equipment to either remove the items or donate these items to the Branch so we can then decide what to do with them. All donated items will become the property of the branch and there will be no strings attached, otherwise we do not want them.

There was VIC officer training early in September, where the Club Registrar, Neil Beckenham came down from Auckland and did a session to bring the inspectors up to speed with the regulations. Our inspectors are Pat Pascoe, Paul Radmall and Roy Gardner. Also at the training were some other of our members as well as a group from Nelson.

Our grateful thanks go to Rae Fairweather and Ron Hebbard who have recently stepped down from these rolls.

There has been a suggestion that we look at running a Grasskhana in the Autunm. This is like the mud plug but on grass instead of wet muddy conditions. I have had some correspondence with Kevin Mercer from South Canterbury branch who is keen to get a series of these events going. This will be available for any Club eligible

vehicle, and we would also like to encourage younger people who are not part of the club to participate including your grandchildren and may be persuaded to join.

We had a brief discussion on changing our operational name to Heritage Motoring Marlborough, which was passed at our AGM in May and the design of a new logo. Anyone with ideas please let me know and if you have a design bent, please see what you can come up with.

That's it for this month

Have a great month of Heritage Motoring. **Chris Bird**

New Members

Dave Lothead 1993 Saab, 2x1986 Motoguzz, 1955 Ferrari.

Gordon Stone, 1962 Jaguar, 1983 Morgan, 1930 Ford Model A

Rick Gleeson, 1954 Fordson 10hp truck.

Welcome along and we hope to see you at future events, be these morning tea on a Wednesday, our monthly runs, and Noggin and Natter usually on the last Friday evening of the month.

Blokes in the Shed...

We have, in the shed, bins for recycling various metals - aluminium, copper, zinc etc. Two of these bins were neatly labelled a long time ago in hand drawn capital letters as SCAP WIRE and SCAP LEAD. The sign writer may have been distracted or could, potentially, have been educated locally.

Last century, before the internet, an educational institution would send typed daily notices around to all the classrooms to be read out by the teacher of each class. Unfortunately, a message intending to say "scrap paper available - used on one side - please call at the office", had the first "s" missing. Again, the typist may have been interrupted or distracted during the proof reading.

Now a band of dedicated blokes has been operating in and around the parts sheds on a Tuesday morning where we are reorganising various categories of parts; deciding what to keep and what to dispose of. That which we are electing to keep is recorded by part number or casting number, helping us to identify the vehicle. In some cases, we are also recording various relevant dimensions of each part.

The purpose of this is to enable our parts shed to operate more effectively in providing a good service. Instead of having 458 engine valves all mixed up in three wooden boxes, we now have them classified into 23 categories, with each valve having its part number, shape and dimensions recorded and where possible, the vehicle identified.

Well over 700 ball bearings and roller bearings have now been thoroughly inspected and those that displayed any signs of rust or roughness discarded. Each bearing has its part number, id, od and thickness recorded so that we can now locate any of the 529 NOS bearings on site quickly.

A similar process is happening with the brake linings. This inventory is efficiently produced, provided we have no distractions or interruptions. Our focus is on the job, - any interruption or distraction requires us to "reset" and then try to remember where we were up to. This is a growing challenge for us 70+ year olds and almost impossible for the 84 year old. This means a 5 minute job can take 15 minutes, or a 3 day job can take 5 days, or a 2 month job can take 4 months.

Quite simply, don't come to us for any reason on a Tuesday. Leave it till Wednesday, when we will be only too pleased to see you.

Much progress is occurring in the compound with considerable piles of "beyond salvage" stuff accumulating. There is a collective name for this stuff and by simply adding an "s" to the front of it, Trillos now takes it as "scrap" and gives us \$ for it.

nibble



Update from Your Kitchen Custodian

Hi another month has passed, a bit scary on how quick the months have gone..

Well September has been another quite month but with Christmas just around the corner we are going to get a little busier with Christmas functions booked.

Our natter and noggin on Friday 26th September was a pot luck dessert night, we had twenty seven people attend and a great selection of desserts, not 2 the same. Their was some very full tummies afterwards. I hope everyone managed to sleep well.

October natter & noggin is Friday 31st. and it is pot luck .

Cheers **from the ladies in the kitchen**



The Grape Vine ..



A Piece of Branch History Revealed.

On a recent Wednesday morning at the clubrooms, I was doing my jobs which included emptying the scrap and rubbish bins. The bin in the library was full, and I saw on the top a faded letter headed up my dear Trevor.

Years ago, during my time as secretary I received many letters starting Dear Trevor, but I could not recall any as personal as My Dear Trevor. It got worse. The opening sentence, Quote "I was very sorry when you had to go back to Blenheim after our wonderful night together, I will never forget it, please come back soon". (Unquote).

What the hell? I turned to the last page; it was signed with much love from Blondie. The penny dropped. My Dear Trevor was Trevor May and Blondie was the figment of someone's imagination. In the early days of our branch, an annual highlight of the year was a weekend in Nelson known as the Safari. In her letter Blondie uses the Christian names of several early members. Morry, Ted and Kelvin were all early members who would have been on the Safari's. On more than one occasion Blondie refers to "the lovely gray car" or the "sleek gray car". Colin Patchett had a gray 1918 Buick which along with the humor of the letter is a pretty good indication Colin was the writer. Not Blondie. Blondie expressed surprise Trevor used one of her "jazzy" garters to replace the broken fan belt on his car. As the remaining garter was no use to her without the fan belt replacement, she was enclosing it with the letter suggesting it could be used as the first branch trophy and awarded to any member who broke down on a branch event. The garter was a thing of beauty, light green in colour, embroidered with multi-coloured flowers and may have been lace trimmed. It was very feminine in every way except size. Blondie would have needed to have been one big heifer to wear it. It would not have been tight on an All Black front row forward. As Blondie suggested it was used as a branch trophy and was taken on every branch outing and presented to any member whose vehicle had a problem. The garter was kept in a chocolate box.

Also, in the box there was a large amount of talcum powder. Anyone "awarded" the garter was expected to record his name and vehicle make inside the box. This resulted in a certain amount of talcum powder finding its way on the hands and clothes of the unfortunate trophy winner. Usually, the garter was accepted with good grace and sometimes even a witty acceptance speech was made. On rare occasions acceptance was heatedly declined especially if the holder in his keenness to get rid of the garter tried to hand it on for some trivial reason like checking the water level in the radiator. Mostly it was a fun thing. Eventually it was noticed the garter had not been seen for a while. Questions were asked at gatherings and even in the newsletter. Who had the Garter? No one confessed and the garter passed onto history. A shame in some eyes. Good riddance in others.

In later years the Hastilow Horseshoe and the Contretemps Trophy have replaced the garter on an annual award basis. It is a reflection on the restorations and maintenance within the branch that finding a winner of the Horseshoe and contretemps is difficult for the club captain to find annually let alone regularly on a monthly basis as the garter was.

It was fun while it lasted,

thanks Colin.

P.S. I will hold onto the original letter and have it with me for one or two Wednesday mornings. If anyone wants to read it. It is too lengthy to reprint here but Blondies description of the various cars is quite interesting.

Motorcycle Report



Once again, the weather failed to live up to expectations and the monthly run was cancelled and the usual back up of lunch at Fairweather's was used.

Wendy and Giles came in from Havelock and confirmed horizontal rain and wind wouldn't have made for a pleasant ride to the Trout. Everyone had a catch up and caught up on the gossip, Zig has returned from the US and had managed to squeeze in the Davenport swap meet while there, and a hand full of locals had attended the Hororata swap meet with varying degrees of success. Semi-artic conditions prevailed for the first Wednesday summer evening run with again the threat of rain, Barry and Viv had both the vintage AJS's out while Jerry and Ben led from the front on the step thru's with an Ariel bringing up the rear, the warmth of 5 tap when reached was appreciated.

The Christchurch swap meet is looming on the horizon, which always has a good attendance of local motorcyclists' intent on some pilfering of much needed parts from the locals followed by our combined run with the cars to Linkwater on the 19th of October.

Glenn

Motorcycle Calendar

Sunday 19th October

Leave the park at the earlier time of 10.30 am for a combined ride with the cars to the Linkwater pub for lunch.

Heritage - Garry Jackson

A short heading, but a big subject!

The subject of the heritage values of our collective historic vehicles, the fact that it's not well recognised (if at all), and the challenge of how to get this onto the agenda with Government and others have all been on the Federation's work plan (or maybe better termed "wish list") for many years.

The subject of heritage has been steadily growing in recent years, sparked by developments in Europe by FIVA (Fédération Internationale des Véhicules Anciens), and in the US by the Hagerty Drivers Foundation. (Casey Maxon from Hagerty was a guest speaker at the Federation AGM in 2023). It's also important and relevant to note that the Vintage Car Club of NZ is a founding member of FIVA, and is their appointed NZ representative.

A common theme of these European and US developments is the recognition of historic vehicles as "Moving Monuments". In comparison, both the NZ Ministry of Arts, Culture and Heritage, and Heritage NZ, only recognise fixed assets (buildings, trees, etc) as heritage assets.

Picking up on all of the foregoing, and discussions with George Kear (President of the VCC), I decided that the only practical initial step was to start "at the top", with a meeting with Hon Paul Goldsmith, Minister for Arts, Culture and Heritage. He was receptive to such a meeting (July 28), despite his busy schedule with his other portfolios (Minister for Treaty of Waitangi Negotiations, Justice, State Owned Enterprises and Media and Communications).

The meeting was attended by two heritage officials from the Ministry, and whilst limited in time we covered a lot of ground. He was very attentive, interested and appreciative of the role of the Federation (the \$16.5 Billion economic impact statistic got his attention, again proving the value of our Survey). He acknowledged that the Ministry's focus was on buildings and fixtures, not on vehicles and the roles they have played in developing our nation, and the associated stories and legends that shape our culture. He agreed that our vehicles are an opportunity and that the approach will need to be cooperative and collaborative.

We concluded the meeting on the understanding that the Federation will now develop further ideas and possible initiatives for discussion with Ministry officials, and we tentatively identified further discussion with him early next year. I emphasised that the VCC (and others) would be an integral part of our work.

These are very much early steps, but they're positive and encouraging. Watch this space!

<https://onetomany.cumulo9.com/em/message/email/view.php?id=1611976&a=123232&k=m7fX5J34MnLxPTOyh475Raei1UWNtlimigNOpZqXNOo>

Re: the article from Gary Jackson, the above in the Viewpoint as a link to the online NZFOMC Magazine



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PURCHASING PARTS *from* THE SPARES SHED

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

Chevrolet

radiator badge selection.

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 after market cast aluminium tappet cover.

MGB 1.800 engines.

One complete and turns over.

1923 Swift tourer project,

car is completely dismantled but is reputed to be complete (no guarantees) POA to custodians.

For Sale

Various Matchless and AJS Parts
including a new Amal carburettor never used
and a rear wheel stand for pre 50's
Seat in good condition 1950's
Rear metal Guard (top section only)
Lots of sundry bits n bobs
Any reasonable offer considered
Contact **Chris 021 251 4322**

Cars For Sale

AUSTIN SEVEN

Austin Seven two door sedan 1929.
Restored but Some work required, many spares,
selling for Health reasons,
price Neg..
Bruce Rumble M: 0211299133 for contact details

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
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Keith Thoms (Chris)	020 4193 6671
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What's on this month

Sun 19 Oct. - Combined run to Linkwater. Cars meet at Clubrooms 10.30am Motorcycles note the earlier time 10.30 am for a combined ride with the cars to the Linkwater pub for lunch.

Sat 25 Oct. - Vines Village 4.30 pm- 7.30pm Help celebrate Spring mixer event.

Friday 31st - Natter & Noggin. Pot Luck.

Further down the road

Nov 3 Mon. Bus trip Nelson (Founders Park)

MARLBOROUGH BRANCH

October 2025

Issue 10

Vintage Viewpoint

IF UNDELIVERED RETURN TO : 10 HOUGHTON CRES, BLENHEIM

