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

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EVENTS : This Month....

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

Sunday 14th: Motorcycles leave the park at 11am Meet at the park at 10 am to leave at 10.30 to meet Nelson club at the Rai tavern.

Friday 26th : Night Trial and Noggin and Natter 5pm clubrooms.

Sunday 28th : A.G.M 1.30pm
Clubrooms, Brayshaw Park.
(small plate for afternoon tea)

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

Chairman's Report

Hi Team,

As we head into the colder months and winter, please look after yourselves and keep warm. The daily news of covid which was drummed into us for months is no longer as fresh in our minds as it once was. However Covid is still out there and some of our own members have been caught by it recently, so take care, keep the mask handy, get your flu jabs and stay away or home if there is any doubt that you may have it or pass it on.

Our events of the past month have gone well and been well supported, The Omaka air show, the Anzac Canvastown visit and even the monthly Noggin & Natter. A great turnout of display and participation vehicles at the air show, the visit to the Canvastown hall which is packed with history was a worthwhile visit and may I suggest if you haven't been along to a Noggin & Natter evening on the last Friday of the month before come along and give it a go. There is generally around 30 couples there from 5-5,30 and it's good social company, with a great meal and often a movie or similar of interest is played. It would be great to see some new faces.

The horrendous weather events in February in various parts of the north island caused untold damage to many people and their properties. Our branch committee decided to try to do our bit to help — whatever that meant. We put it to the room full of members that morning tea /scones would have a charge of \$ 5.00 each Wednesday for the month of April, and with unanimous support this suggestion was accepted. We raised \$1000 from the members and the club has matched that dollar for dollar. So \$2000 total. Who, what or where to distribute these funds, so as they got to the most affected people was the next dilemma, however David has made arrangements with New World and foodbanks so that some of those families who lost everything get some support.

Thankyou all for supporting this wee venture, not a huge amount in the bigger picture of the Hawkes Bay flooding, but every bit helps and hopefully will be appreciated by the recipients.

Thank you to Bruce Mantold for your generosity. Bruce asked the club to sell his Citroen currently housed in the museum, which we have done and he has donated some of the sale funds to the club to be used in the replacement spares shed.

The guy who has purchased the Citroen works for Land Transport and will give us a talk at a Wednesday morning tea on re vinning and getting your rego expired vehicle back on the road, date for this talk yet to be advised but will be June/ July.

The AGM is upon us again, all committee positions are open and available. The voting box is on the table in the Redmond room so please fill out and put your nominations in for your new committee. We still require a volunteer to write the article bi monthly for the Beaded Wheels magazine, Carol Wiblin after many years has retired from this job and a replacement is urgently required please.

See you at the next event,

Regards Rob.

THANK YOU

On behalf of myself and Classic Fighters Omaka I would like to give a big thanks to all who participated in the wonderful display put on at the recent Airshow.

We only had limited spots (area) available but it was certainly a quality display of vehicles from Race cars down to more sedate Model T' and A's.

The cops and robbers act put on by our members went off very well, with drivers including our Chairman and Secretary and the clubs model A.

From my position on the Board of AHC This would have been probably the best WW1-2 held in the Southern Hemisphere in recent years so Marlborough has to be very proud.

**Many Thanks
Patrick Pascoe**

Club Captain's Report

The Air Show got the month started with several members displaying their Vintage and Veteran vehicles, including our own Model T and Model A.

The Model T needs rewiring before going and thanks to John Pauling, Arthur Anderson, and Auto Electric City this was carried out. These old vehicles dotted between old planes was a most impressive site.

Thank you all for your April morning tea donations which will now be forwarded to the Cyclone relief.

Hope you all got an Easter egg or two, or enjoyed some family time.

Our Anzac Day run was to Havelock and Canvas Town. We had afternoon tea in the Canvas Town hall where members found old photos from the area very interesting along with Oriwa Haddon paintings depicting by gone times.

It is pleasing to see our Noggin and Natters are being well attended and our new video equipment hanging from the ceiling is being made use of.

Keep safe, as I hear Covid is amongst us.

Cath Millar

Secretary's Scribblings



It seems the weather has turned towards winter with a lot of rain predicted for the next few days. I was talking to someone, and we talked about the past 2 years floods and she said her granny always said things come in threes, so I hope that doesn't mean we are going to get another flood.

What a great turnout of cars supplied by Club members we had at the Classic Fighters Air Show at Omaka over Easter. Thanks to Pat Pascoe for organising this.

From our Committee meeting on Wednesday.

The finances of the Branch are in a great state at present, and with the funds collected at morning smokos in April, your committee decided to match this and so \$2000 will be donated to the Food Bank in Hawkes Bay to be distributed to people in need after the flooding there.

In my last report, I asked for volunteers to help around the grounds, and there have been some offers of help. Thanks to those people. If you would also like to put your hand up, please do. It will not be an onerous job, but at times when things need to be done, it is good to have a list of helpers.

The Contract for the shed rebuild has been given to Findlater Construction for a steel portal shed to be built. Thursday last week there was a meeting with the Builder, Engineer, Insurance and Branch members to finalise the process. We now have to wait for the consents to be approved and issued, and the materials for the building to be sourced. Hopefully the shed will be complete by the end of the year.

Your committee has decided to remove the Sheoak trees along the bank behind the sheds and this will be done before the new shed is built. Also, the grass area on Patchett's Green between the containers and the Clubrooms is to be sprayed out to get rid of the weeds, especially Mellow, and re grassed in the next week or so. This will mean that to get to the clubrooms, members will need to walk down the sealed road.

The decision of the Vintage Car Club has been made not to support the Targa Rally this year as there has been some communication problems and Rod and Ann Corbett have pulled out of organising this. I have included a letter from National President in this viewpoint.

Also included are the results of the Constitutional review which was done at the March Executive meeting in Christchurch. This is a discussion

document at this stage, with further discussion to come. Please read and if you have any suggestions, please convey them to me.

In the last Beaded Wheels, there was a call for nominations for positions on the National Management Committee. There are some six vacancies this year, so if you would like to be part of the governance of your Club, please don't be shy and put your hand up.

Just remember, the AGM of the Branch is on 28th May. If you feel you would like to be part of the running of the Branch, please put a nomination in the box in the Redman Room.

The meeting was Kelly Landon Lane's last committee meeting, and he thanked the committee for the support he has received over the years, especially as your Chairman. He has been involved in the committee since the mid 1990's. He has enjoyed his time around the table and there have been several problems solved during his time and we have come out on top. On behalf of you all, we thank him for his service.

Have a great month of Heritage Motoring.

Chris Bird - Secretary

Marlborough Branch AGM Notice Of meeting

**AGM of the Marlborough Branch
of the
Vintage Car Club of New Zealand (Inc)
to be held in the
Redman Room VCC clubrooms,
Brayshaw Heritage Park**

Sunday 28th May 2023

at 1.30pm

Marlborough Branch AGM

Nomination Forms

Please fill out nomination forms for the following positions.

Chairman; Club Captain; Secretary; Treasurer and up to six committee members

.....

I Hereby nominate -
For the position of -
Proposed by -
Seconded by -
Accepted -

I Hereby nominate -
For the position of -
Proposed by -
Seconded by -
Accepted -

Nomination forms should be sent to the:
Secretary, Marlborough Branch VCC
by email to marlborough@vcc.org.nz
Or place in the box in the Redman Room.

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Hi Everyone

We have been negotiating with Peter Martin from Targa with regard to various issues of concern the VCC has about the event going forward, specifically around entry pricing, communication and the level of organisation and support to our entrants.

We have not been able to make satisfactory progress and sadly Rod and Anne Corbett have made the difficult decision to stand down from the position of Speed Steward and their involvement for the event. On behalf of all of us, our very grateful thanks go to Rod and Anne for their untiring commitment to the event and their hard work is very much appreciated.

Regretfully I have to advise that the Vintage Car Club has made the decision that it will be in the best interests for the Club to withdraw from Targa this year. We must have absolute confidence in the organisation and integrity of any event which is run under the Vintage Car Club/VCC name.

We understand that Targa NZ may be considering running a time trial event of some sort in October 2023, but the VCC is unable to confirm this.

For anyone who has already entered or is possibly considering entering, we recommend that you contact Targa NZ directly, especially if you would now like to withdraw and require a refund.

Kind regards

Diane Quarrie
National President

The Vintage Car Club of New Zealand Incorporated
The Historic Vehicle Authority of New Zealand

CONSTITUTION WORKSHOP – MARCH EXECUTIVE MEETING MARCH 2023

<p>What are your Branch's thoughts on making the specialised positions of Hon.Sec/Treas, Registrar and Beaded Wheels Editor appointed rather than elected?</p>	<p>Election – nominator to be nominated by members. In the event that nobody comes forward for election then Board/Management empowered to seek out somebody suitably qualified and so appoint</p> <p>Appointed – You can headhunt the best person. Nelson Branch specifically asked to ensure Treasurer or accountant is 'top' person. They are all specialised positions requiring expertise. Appointed person then selects sub-committee of 'best people'.</p> <p>Hon. Sec/Treas and Registrar appointed onto Board</p> <p>Beaded Wheels editor appointed but not on Board</p> <p>All appointed, not necessarily on board. Specialised skills required. Note section 7.2 and 6.5 (c) & (d)</p> <p>All appointed. Hon. Sec/Treas could be split into two positions</p> <p>All positions that require specialist skill sets should be appointed</p> <p>All positions to be appointed by the Board. If possible to have a geographical spread so as not to have all the representatives coming from one island.</p> <p>Consensus that positions of Hon. Sec/Treas, Registrar & Beaded Wheels appointed</p>
Outcome	
<p>Currently the position of Speed Steward is an elected position on the Management Committee, what are your thoughts about this role being removed from the Management Committee/Board and becoming a board appointment (similar to the Archivist)?</p>	<p>No</p> <p>Yes - should be an appointment</p> <p>Yes – prefer appointment – allows right person/s with expertise (North & South?)</p> <p>Speed Steward should report to board, no voting rights. Speed Stewards carry out duties as directed by Club.</p> <p>Yes</p> <p>Yes – must be board appointment.</p> <p>This is a specialist role so would be best to be a Board appointment. Best handled by someone involved in motorsport.</p> <p>Yes – prefer appointment with someone with the appropriate skills</p> <p>Consensus that position of Speed Steward appointed by Board but no clear direction on whether the role is removed as a Board/Management Committee position.</p>
Outcome	

<p>How do you view amending the constitution to enable other like-minded organisations with similar interests, to become a member?</p> <p><i>For clarification – the intention was that the like-minded organisation would be the member of the VCC (not the members of that like-minded organisation) and would have one vote</i></p> <p>Outcome</p>	<p>Depends on who they are. For and against. What would it achieve e.g. fire brigade.</p> <p>Yes – to like-minded clubs – to benefit both parties</p> <p>Open to allowing ‘Affiliates’ who have like-minded objects</p> <p>Mixed opinions – needs better clarification in terms of new constitution re voting powers etc. Nelson rejected a museum organisation recently as not in our current constitution. Some felt individuals only. Others as above.</p> <p>Must be individual members of VCC. Support special interest groups.</p> <p>Yes – more numbers more voice encouraging and fostering our interests.</p> <p>No clear consensus</p>
<p>Are there any other aims or objectives that should be included in the constitution?</p> <p>Outcome</p>	<p>Retain bands at 20 years example 60, 80, 2000 – keep 30 year rule – no need in new constitution at this time</p> <p>Agree with 3.9 – Make stronger continued use of petrol vehicles (ICE)</p> <p>Maintain compliance to align with 40 year old , 1 year WOF and cheap registration.</p> <p>Continue with 20 year bracket vehicles.</p> <p>No</p> <p>No</p> <p>Status quo with maybe a new category of P2000 eventually?</p>
<p>What is your Branch’s opinion about holding a conference in March every year for Branch Representatives</p>	<p>Yes but it depends on the structure going forward</p> <p>No to conference but yes to meeting</p> <p>Is there an agenda set by Board to be voted/discussed by this proposed meeting?</p> <p>Yes</p> <p>Need a meeting for cohesiveness through the year. Workshops good, need to get ALL people to contribute, smaller groups facilitate this</p> <p>Yes</p> <p>Yes, as valuable for interaction, feedback, bringing thoughts from branch members.</p> <p>Making the Club more inclusive. Forums, guest speakers, beer and food.</p> <p>No if super delegates exist (Super Delegates means 3 from North Island and 3 from South Island who liaise with branches)</p> <p>No</p>

	<p>Yes – only if it is of benefit to branch. Ideal for information and contact</p> <p>Yes – only way smaller branches have a direct input into Club</p> <p>Consensus is to hold annual conference type meeting for branches</p>
Outcome	
<p>What level of disciplinary action would your Branch want in its Branch constitution?</p>	<p>Management Committee level</p> <p>Status quo – that is same as national Club constitution</p> <p>Initially the branch can, then if still not resolved, Management Committee to be involved</p> <p>Branch management should have full power to remove members, by branch committee vote <i>Comment for clarification – a member is firstly a member of the national club, and under the By-laws a branch does not have the power to make any decision affecting a branch member's status as a member of the club.</i></p> <p>A national disciplinary committee should handle serious misdemeanors not local branch</p> <p>Stay as is</p> <p>Section 8(p) leave as is</p> <p>Consensus that Board/Management Committee to handle serious disciplinary action</p>
Outcome	
<p>Is your Branch considering not re-registering as an incorporated society in 2025?</p>	<p>No x 27</p> <p>If don't re-register the branch could cease to exist. We have to stay in</p> <p>Branches intend to re-register</p>
Outcome	
<p>How long do you think the term for each board member should be and why?</p>	<p>3 years – 1 year learning, 1 year training, 1 year delivery. Time to learn and feel ready to contribute. Don't want burn out. Balance between 2 short and 2 long</p> <p>3 years x 2, 4 years x 3, 2 years with option to stand 3 times</p> <p>3 years – to provide continuity may differ according to role</p> <p>3 years – two terms max. 3 year gap between terms</p> <p>3 year term</p>
Outcome	

<p>What number of terms do you think is appropriate for board members</p>	<p>2 terms in same position. May then take another role – new role counts as starting again. What to do with non-performing people? Can we put in constitution path for removal? Elected - two terms. Appointed – 3 terms 2 terms 2 terms – finding replacement within 5 years 2 concurrent maximum 2 terms</p>
<p>Outcome</p>	

<p>What are your thoughts with the board having the ability to appoint a person with specific skills as required?</p>	<p>Yes – total support (as and when required – co-opt options) Roles for appointment: Secretary and/or Treasurer; Registrar; Speed Steward (outside Board?); Beaded Wheels Editor (on or off Board); Archivist Good essential idea but non-voting Yes – great idea. This person would be co-opted on for a project Absolutely Absolutely – Branch members must have majority on Board The Board should have the ability to appoint a person with specific skills</p>
<p>Outcome</p>	

What options do you prefer and why – alternatively you may want to take various bits from the options to make up a new option

Option 1:	Option 2:	Option 3:
<ul style="list-style-type: none"> 6 Board members being: <ul style="list-style-type: none"> • North Island & South Island Club Captains elected by the members in their respective islands for a 3 year term; AND • 4 regional representatives elected by the members in their region for a 3 year term – 2 from each island 	<ul style="list-style-type: none"> 6 Board members being: <ul style="list-style-type: none"> • One National Club Captain elected by the members for a 3 year term; AND • 4 regional club captains elected by the members in their region for a 3 year term – 2 from each island 	<ul style="list-style-type: none"> 1 Board member being a National Club Captain elected by the members for a 3 year term; AND • 4 appointed regional representatives who report to the Club Captain but are not members of the Board

For clarification, as set out in the circulated discussion paper, the Board also includes the positions of President, Hon. Sec/Treas and Registrar. The position of Beaded Wheels Editor and Speed Steward may or may not be a Board member. The options above were to seek direction on the make-up of the rest of the Board.

Club Captain (is this the right name?)
(Roles and responsibilities)

Regional Representatives – 2 people per Island not enough – how do you represent 8,000+ members fairly?

Branch representatives voting needs majority over other Must be elected by region

Prefer Option 1

Option 1 – gives the members an opportunity to vote. Keen for electronic voting by members.

Option 1 – board of 10 or 11. Regional reps can share Island club captain roles

Option 1

Total 6 Board members voting plus President

Appointed (non-voting) as required

Branches must have majority on Board

4 Branch delegates means only 3 others

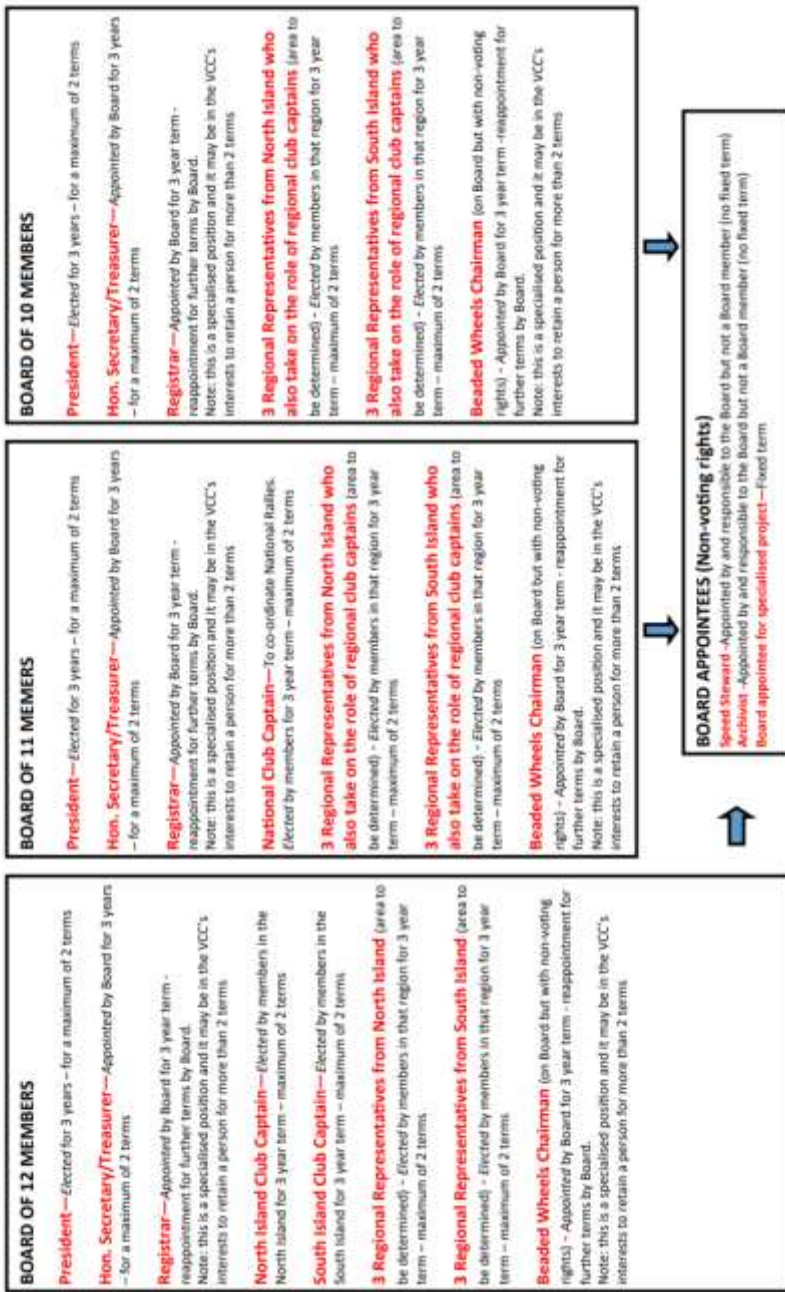
5 Branch delegates means only 4 others

Branch delegates must have voting majority

Outcome

Option 1 is the preference

BOARD STRUCTURE OPTIONS TAKING INTO ACCOUNT COMMENTS FROM CONSTITUTION WORKSHOPS THAT REGIONAL REPRESENTATIVES MUST HAVE VOTING MAJORITY:



Cyclone Gabrielle

Hi,

New World have contacted NW Napier, and they in turn contacted Food Banks in Napier and Hastings. They have each received 50 food parcels. (\$100 x \$20 in total)

I have arranged a credit with BP Computers.

We need to make an entry in Vintage Viewpoint. vis.

Cyclone Gabriel

All Members.

Your \$5 morning tea donation for the month of April netted \$1000 which the club made up to \$2000. This sum was made available to New World who forwarded 100 x \$20 food bags to New World Napier for distribution to food banks in Napier and Hastings. (50 each)

Thank you for your contribution.
David Bool (Treasurer)

Blockes without a Shed...

A quieter month but one of (many) meetings with regard to the new shed build. Further investigations are being sought into the possible repairs to the slumped floor slab and a decision to mirror image the shed to remove the forklift weight from the North to South end where the floor has not slumped confirmed.

NOW A REQUEST PLEASE, we require sufficient storage for dismantled 1923 Swift tourer. The car has been dry stored for decades and whilst it is dismantled it appears to be all there, including dashboard with instruments, hood bows, radiator and badge, engine, two gearboxes, rear tub with doors etc, clean sound chassis, plus many, many boxes of parts. Storage required until sold. This is a genuine rare doable project ideal for a person able to undertake most trade's themselves, expressions of interest please.

I have been approached to reinstate the local Ford ZEPHYR club spares to us.

Cheers, **Tris Winstanley**.

Update from Your Kitchen Custodian



Gosh another month has passed us by, and not a lot happening in the kitchen.

But weather wise we are certainly having some unusual weather, again the north Island is getting more than their share of rain. Our \$5.00 morning teas have been well supported.

Natter and noggin was again well attended. This months (May) natter & noggin will be a pot luck Dessert night. Club will supply main course of soup & bun.

Stay safe and dry.



Motorcycle Report

Last month's run coincided with the Nelson classic club going to the Trout and us to the Rai so instead of riding past each other a last-minute decision was made to go to the Trout as well, twenty bikes plus a pillion, the backup and another car made for 25 all up.

Colin arrived on his Honda nightmare proving perseverance and bloody mindedness can get anything back on the road, unfortunately he had to wave us a tearful goodbye as he had other commitment's that afternoon, hopefully the nightmare got him the 2km home alright.

Our cunning plan to get away early and beat Nelson to ordering lunch failed and they got in first, the total number of bikes present is a lot like figuring out how many votes Donald Trump got, depends who you talk to, I got 64, Trev got 63, someone else got 66, either way it was a bloody lot of bikes in one place which probably put the fear of god into the kitchen staff, I think everyone got fed eventually and if those that were in first had hung around they could have double dipped as the staff got so efficient they started at the beginning again.

Once again, the back up proved to be like insurance if you have it, you don't need it.

Glenn

Motorcycle Calendar

Sunday 14th May

Meet at the park at 10 am to leave at 10.30
to meet Nelson club at the Rai tavern.

Marlborough Magnetos.



Job Record and Invoice Number. 250376 Customer: Chris Whitcombe

Rebuild of a 1918 Berling Magneto for a 1918 F Type Harley Davidson.

BACKGROUND

A Berling E21 45 degree V type magneto was supplied, in an incomplete state, for restoration at Marlborough Magnetos (MM). This type of magneto was fitted to the Harley during 1918 and is thus the correct type for the year. The magneto is configured for clockwise rotation.

CONDITION AS RECEIVED

The magneto had been converted for single cylinder use and was non operational. Only one HT pick-up was fitted (in poor, broken condition) and the opposing hole was sealed with an old medicine cork. The construction of these magnetos was state of the art for the period, using zinc based die castings for most structural components. Unfortunately the material develops cracks over time and the designers never envisaged a 100 year plus time-span.

Fortunately this example had faired better than most and although cracked in many places, could be brought back from the dead.

All the zinc threads in the body were stripped and none of the fasteners were of the correct thread or pattern. In addition, the input shaft had been modified in the past to have an internal attachment thread. This seems to have been done well and is serviceable.



The Contact Block was incomplete and badly damaged. On examination, the contact block had been mounted incorrectly and had badly distorted both the tapered hole in the brass shaft and the bearing register.



The Contact Cover was missing, together with its pillar and spring fixing clip.

Externally, the sheet zinc magnet cover had deteriorated and had holes and cracks in various places. A sheet of soggy cardboard had been used to pack out the cover so that it did not rattle too much on the magnets.

The Cam Ring was very rusty, but serviceable and the spring clips that fixed the HT pick-ups in place were in a similar condition.

INTERNAL CONDITION.

The HT Slip Ring was an incorrect, single cylinder, BTH pattern, that had been poorly modified to fit the Berling armature shape. The original winding was open circuit, but the iron core and brass end flanges were in original, unmolested, condition. As previously mentioned, the contact end shaft was badly bruised and distorted. The angular contact ball bearings were unserviceable, but mercifully, were standard 15mm magneto bearings.

The body was constructed with "cast-in" magnets and pole pieces which were serviceable. However the cast lugs that provided the main fixing threads were all cracked or corroded away.

Both zinc die cast end flanges were serviceable, but subsequently, one revealed a minor crack which is mentioned later. The oil hole cover and mounting were missing for the drive end cover. Fortunately, magneto bearings are grease lubricated today, so the oil holes will not be required for operation.



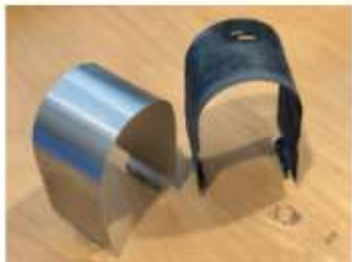
RESTORATION



STRUCTURAL ASPECTS

Clearly the zinc die castings all needed attention. Firstly the stripped base mounting threads were machined and tapped for Helicoil thread inserts thus returned to the original 3/8" UNC thread form. This modification is actually stronger than the original zinc threads and is no compromise.

The threads used in these early mags are a curious mixture of metric and imperial standards. One of the original body screws survived and proved to be M5 x 0.8 mm. Fortunately this is a modern standard, so M5 Helicoil inserts were fitted in the two bottom holes of the base casting. The top two fixing holes had disappeared completely, so an aluminium repair piece was designed and made to



provide the two M5 threaded holes in the correct place. This modification is also stronger than the original zinc threads and is no compromise.

To compliment these structural changes a new set of fasteners was manufactured in stainless steel to give the appearance of the original nickel plated screws.

A new outer cover was manufactured in aluminium and made a tight fit over the magnets, eliminating the soggy cardboard spacer.

A new Pillar and spring clip was provided, from MM stock, to retain the new Contact Cover

FUNCTIONAL ASPECTS

The damaged shaft at the contact end of the armature prevented the removal of the bearing race. The shaft was re-machined to remove the external damage and the internal tapered contact block mounting was re-machined at the same setting. Fortunately there was just enough metal to achieve this slight modification and there is no compromise required.



The armature could then be stripped, cleaned and rewound to MM standards (180C rated wire, Glass and Normex insulation and Vacuum Epoxy Encapsulation). The original capacitor was carefully examined and much to the writers surprise, testing showed that it was in excellent condition. Despite its 100 year old pedigree it was decided to reuse it with the new coil. If this judgment proves incorrect, the item can easily be replaced in the future.



Testing of the completed armature indicated a better performance than could be expected when the magneto was new. This is due to the use of modern materials and is often found to be the case.



The HT Pick-Ups, Slip Ring and Contact Cover required new components, so 3D CAD designs were undertaken and the resulting models were reproduced by 3D

Printing in appropriate materials. The metal parts of each item were also designed and manufactured. The end result is a functional armature of the same form as the original. These selected 3D printed plastic materials have been used by MM over the last 2 years and seem to function as well as the originals. Whether they will last another 100 years is unknown, but if there is a compromise here, the parts can be re-manufactured, as required, now that the 3D CAD model exists.



The Contact Block area was a disaster. Fortunately MM had a serviceable replacement Block Casting in stock. A new tungsten contact was riveted into the moving contact spring arm and the arm re-used. The actuator, on the Berling design, is a small Tufnol block with a pivot hole. This hole had more wear than the contact gap! Clearly it could not work correctly, so it was re-bushed with Tufnol and made serviceable. The end result is a fully serviceable contact block, so there is no compromise in this area.



The incorrect special Contact Bolt supplied was modified to have a new hexagonal head to fit the spring locking system used by Berling.

After discussions with the customer, it was decided to re-nickel plate the Cam Ring, HT Pick-up fixings and Contact Cover retaining components. This was conducted by others in dull nickel, as per the original. The appearance of these items is now excellent.

Assembly produced few dramas. The only issue was that a crack manifested itself around the bearing housing at the contact end. This was reinforced by the use of an internal steel strap and small countersunk screws and is thought to be secure and not be a compromise.

The armature bearings were correctly shimmed and the armature assembly rotated true and smoothly together with the contact block and earth brush.

After re-magnetisation the magneto produced a good electrical performance and passed standard low speed and endurance tests with flying colours. This magneto should easily kick-start the Harley.



OBSERVATIONS

This is a conventional V type magneto and as such will always have slightly less performance from one cylinder due to the asymmetry of the magnetic design. This should not be noticeable in operation, but the spark will always be better on one cylinder than the other. Usually this will manifest itself after the magnets naturally loose their strength, after a few years. However, if it starts on one cylinder, the other will fire up as

the revs increase. This is not a compromise, it is just a property of V magnetos of this type.

The other aspect that should be mentioned is that the slip ring materials are new, although they do seem to work well. There just has not been enough field experience compared with 100 years of bakerlite.

In the case of this magneto, endurance testing has been conducted for around 4 hours and results compared favourably with other 3D Printed slip rings manufactured by MM. At this point, the materials do not appear to be a compromise when compared with other types of original sectorised slip rings, for twin cylinder engines.

FINISH



The zinc based original materials were not treated and were left in their natural state at manufacture. After 100 years, they had lost their lustre and exhibited many war wounds. Now, they have been ultrasonically cleaned and mechanically abraded before being finished in a silver stove enamel. The paint is oil proof and reasonably heat resistant. The magnet cover is finished with a similar type of paint, but wrinkle finish black.

It is possible to design and manufacture labels for the outside of the magnet cover. It was felt that this could be done later, at the request of the owner.



P Radmall. 24/04/2023

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

Contributed by: Chris Bird

THIS IS A KEEPER!

It happened at a New York Airport. This is hilarious. I wish I had the guts of this girl.

An award should go to the United

Airlines gate agent in New York for being smart and funny, while making her point, when confronted with a passenger who probably deserved to fly as cargo. For all of you out there who have had to deal with an irate customer, this one is for you.

A crowded United Airlines flight was canceled. A single agent was re-booking a long line of inconvenienced travelers.

Suddenly, an angry passenger pushed his way to the desk. He slapped his ticket on the counter and said, "I HAVE to be on this flight and it has to be FIRST CLASS."

The agent replied, "I'm sorry, sir. I'll be happy to try to help you, but I've got to help these folks first; and then I'm sure we'll be able to work something out."

The passenger was unimpressed. He asked loudly, so that

the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the agent smiled and grabbed her public address microphone.

"May I have your attention, please?", she began, her voice heard clearly throughout the terminal. "We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him with his identity, please come to Gate 14".

With the folks behind him in line laughing hysterically,

the man glared at the United Airlines agent, gritted his teeth, and said, "F*** You!"

Without flinching, she smiled and said, "I'm sorry sir, you'll have to get in line for that, too."

Life isn't about how to survive the storm, but how to dance in the rain.

**A BMW asks a VW
Beetle: why are your
eyes out of your body?**

**Beetle replies: let them
put the engine in your
ass and see what
happens to your eyes!**



I just wanted to flick you this attachment as I thought there may be members that could possibly enjoy this opportunity.

We sponsor the Marlborough Community Vehicle Trust who offer vehicles and drivers to those who need to get to Nelson Hospital for treatment or consultation appointments. They are currently looking for volunteers who like driving and people that would possibly have spare time to help out the organisation.

I just thought it may be a good chance to circulate this around the club as who else likes driving more than many of the club members and to drive without the costs of running may be ideal for anyone with time wanting to do something else for the community.



WANTED

VOLUNTEER DRIVERS

Are you a people person who likes helping others.

We are looking for a person to join our team to transport people needing assistance with travel from Picton and Blenheim to Nelson for medical appointments.

If you are interested please contact
03 574 1311 or
soundsvehicle@gmail.com

West Coast Branch Rosco Sporting Trials 18th June 2023

The West Coast Branch is holding its 2023 Rosco Sporting Trials on 18th June 2023 and we look forward to welcoming regular participants as well as first timers.

The event will take place in Reefton at Rosco's on the 18th June time table as follows:



- 8.30am for vehicle inspection and briefing
- 9.30 am Competition begins
- 12.30 lunch
- 1.15pm afternoon competitions begin
- 3.00pm approx. competition finishes followed by prize giving at Rosco's workshop

Further information which includes overview, eligibility, classes, rules and regulations, venue & directions, and indemnity forms will be issued on request or one receipt of entry form.

Entry form has been attached to be received no later that **12th June 2023**.

We look forward to seeing you at this exciting, challenging event.

Nick

Contact details:

Entry forms available from the Redman Room notice Board

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

Number Plate Frames

South Island Distributor North Otago Branch

E: northotago@vcc.org.nz

PO Box 360 Oamaru 9444

North Island Distributor Manawatu Branch

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

The Vintage Car Club of NZ

E: admin@vcc.org.nz

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David Bool P: 03 579 4716

AA CENTENNIAL BOOKS \$25 each

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
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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

For sale; 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!



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.
In storage for some time and registration lapsed.
Was excellent commuter bike.

Make an offer.

For more details contact **John Sigley M: 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

For Sale - General

Six Inch Wood Working Buzzer

Very good condition. Well made, cast iron frame by C R Hawkins Ltd Engineers in CHCH.

**Contact : Barry Wilson
P: 578 1587**

Rotary hoe & Marine toilet

realistic offers

Contact **Stan 5775509**
Consultech@extra.co.nz

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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578 2395

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Don Laing (Linda) 027 315 6227

Branch Spokesperson

Rob Galloway (Adelle) 578 2395

Clubrooms Phone : 578 0616

Website: www.marlboroughvcc.com

Email: Marlborough@vcc.org.nz

EVENTS : This Month....

Sunday 14th: Motorcycles leave the park at 11am Meet at the park at 10 am to leave at 10.30 to meet Nelson club at the Rai tavern.

Friday 26th: Natter & Noggin. Pot Luck Dessert. Club to supply soup & Bun.

Friday 26th : Night Trial and Noggin and Natter 5pm clubrooms.

Sunday 28th : A.G.M 1.30pm Clubrooms,
Brayshaw Park. (small plate for afternoon tea)

Further Down the Road

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

23rd and 24th September The Biennial Rally will be in Murchison see information page 26



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