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**MAY/JUNE - 2025 - ISSUE 291**

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Thanks to all those members supplying articles and photos, especially Derek, Denis, Phil, Pete, Janice, Tom and Greg. There will be another 'Member Profile' in the next issue as well as details from the AGM.



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## DICKENS INN LUNCH - 20th APRIL 2025

Fifteen members attended the Dickens Inn Lunch, with some members popping down to see the Land Rovers parked at the Hatea Drive Car Park. This display was an on/off/on again display where the weather played a part in diminishing the numbers of vehicles on display.

During lunch Anne Richards had her birthday celebrated with a Cupcake (and 1 candle), while Margie and Graham Galland celebrated their 13th Wedding Anniversary - congratulations to all.

Nice venue and food for a convivial relaxed event.



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## **BREAKFAST WITH THE CARS - By Janice Martin**

On Saturday the 24th May 2025 we left Whangarei and travelled to Tutukaka Marina in our 1961 Ford Zephyr. The Classic Car Club and other groups/clubs were invited by the Vintage Car Club to join them for a "Breakfast with the Cars" at the Marina Wood-fired Dining cafe.

The weather was a perfect sunny day for an outing to the coast for breakfast. We had a counter food breakfast which was very nice for those that wanted it. This was very casual with everyone catching up with like minded car (and motorbike) people.

After breakfast we had plenty of time to amble amongst the cars and talk. Lots of cars had their bonnets up for the men to look at. It was a real treat to see a few vintage cars and motorbikes there too.

This event will become a regular outing being the 4th Saturday in the month. Most enjoyable morning. We look forward to the next one on the 28th June from 8.30 to 10am.





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## COFFEE NIGHT and FIRECO TALK

Club Night on Tuesday 17th June we welcomed Vernon Dryden from FireCo to our meeting.

Vernon refreshed us and talked about fire awareness for us all, plus the uses of various fire extinguishers and the fire blanket in common use in NZ today. With particular attention to the uses of these devices around our homes and in our vehicles.

A practical demonstration followed this talk, which was held in the car park. The demonstration was attended and enjoyed by many of the meeting attendees. (Report by Tom Messham)



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# MATAKANA TRIP

Saturday 3rd May 2025

Report by Derek Tutil

Of dinosaurs, reptiles and fossils.

Five cars set off from Whangarei after meeting at Cobham Oval for the trip down to Matakana. The team picked up another vehicle at the bottom of Brooks Road, Waipu which brought the number to six vehicles and eleven fossils. That is Mr. Schultz's terminology not mine.

Arrived around ten-thirty and made our way down to the market below the main street. Many hundreds, maybe even thousands, of people at the markets which to a large degree covered any food item you could wish for from roast onion sour dough bread to Portuguese Tarts (the food variety packed in a tray of eight I think for \$10). There were a couple of live performers at the market, people with dogs, in a rustic but vibrant setting.



We all met up back at the car park for a 1.00pm departure to the Reptile Park at Ti Point. This was created by Ivan Borich in 1968. Ivan had an interest in reptiles and decided to turn the pre-existing zoo into a reptile park.

There was a range of animals at the park comprising a multitude of lizards, turtles, tortoises, skinks, crocodiles, alligators all once again in a relatively rustic environment.

All in all the weather was great, good company, so our thanks go to Phil Scot for pulling this outing together.





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## The Winter Woolies Run

Sunday the 20<sup>th</sup> July, the day designated as the club's winter woolies run started off with crisp weather and clear blue skies, just perfect for a day out in the county.



Twelve cars, their drivers and passengers assembled at Water Street car park at 09:00 ready for the trip south over the Brynderwyns, right turn at SH12 through to Maungaturoto, then Paparoa and on to their ultimate

destination, the Kauri Museum at Matakohe.

Another S Type joins the procession at the last Waipu turnoff bringing the total to thirteen and I understand we were joined by someone's family member that came up from south of the Dome Valley.

The Museum kindly gave the club a discounted entry fee at \$17.50 per person which one could not begrudge given the quality and extent of the displays and examples of working machinery which gave a clear idea as to just how some of these items of equipment would have worked back in the day.

The start of our tour was a display of large image boards which showed the degree of Kauri forest coverage as it was today, 150 years ago and the millenniums going next to before. Staggering just how these magnificent forests have been milled back to nothing just in the last 100 years.

Couldn't resist including these images as we have a bit of an affinity with wooden boats with many of the wife's family being kauri loggers and sawmill owners from back in the 1930's; and also both kauri and steel boat builders over the last 50 years.



The olde Waipu Timber Company, originally based by the river on the way out of Waipu heading down Cove Road, had donated one of the original working displays - a Cant Frame Saw to the museum. This is shown later in the article.

Equalling the quality of the build of the dinghies is a range of furniture which would have graced some of the more affluent homes back in the 1900's.



Fancy serving ten guests at your next soiree, then this is an example of the type of dining setting one might expect to find in an opulent setting in a kauri homestead.

Note the quality hutch dressers and side tables, perfect for that five course dinner party.



Perhaps not quite the same level of luxury as the former setting, but perhaps as a mill manager or some similar position on the social strata, one would be very happy to sit down to the roast on offer.

From this area we moved on through to the machinery display halls and I have to say the presentation was just amazing. Credit must be given to those that had the foresight to establish this museum back in January 1962 which is a "living" history of the timber industry in Northland from those very early days.

One of the first machines on display is a Cant Frame Saw. It was donated by the wife's grandfather Walter Barrott which was used in the Waipu Timber Company in the mid 20<sup>th</sup> century.



The following information is taken from the information board accompanying this machine.

"This saw cut large flitches (cants) of timber in multiple boards with one pass through the machine. It is also known as a Gang Saw, Double Gate Deal Frame Saw or a Dual Frame Saw. It was made by A & G Price c1910 the largest foundry in New Zealand at the time and initially used by Ellis & Burnard in Taumarunui. The Waipu timber Company acquired it and used it for almost 50 years before it was donated to the museum in 1989".

The special features of this saw were the double frames which, depending on the placement of multiple vertical saw blades, enabled it to cut a variety of timber from thin planks to larger thickness framing timbers in a single pass.

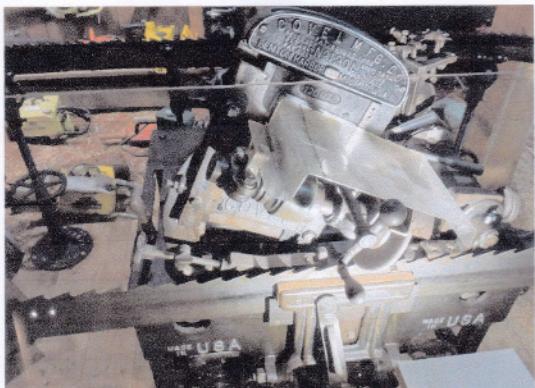
Another large machine that took my eye was the bandsaw. They were needed to break down large kauri logs. At first pit saws were used with a logger at the top and a sawdust strewn chap in the bottom of the pit, wielding long cross cut hand saws. This method was eventually replaced by machine power with the arrival of steam engines, which changed sawmills forever.

Bandsaws of this sort have been used in New Zealand since 1865 and as sawmills became bigger, bandsaws were increasingly used for speed and efficiency.

This particular bandsaw was a Monach made by Letsun & Burpee in America and was used in the Carter Holt Harvey Maramarua mill. With huge 7-foot top and bottom wheels and a blade measuring 42 feet travelling at 300 surface metre per minute, it must have made short work of kauri logs.



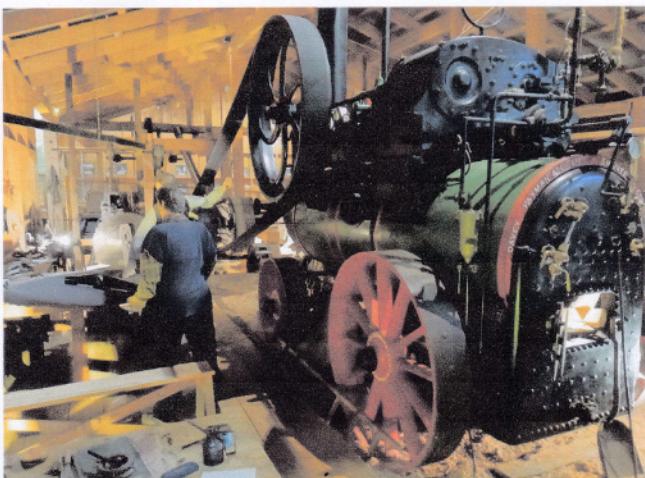
Not sure I would want to be the saw doctor having to sharpen that many teeth though.



They were helped in that process though by this saw blade sharpening machine so not as bad as it might have seemed at first.

This machine was manufactured by the Covel Manufacturing Company in Benton Harbor Michigan, USA - as far as I can tell in the late 1900's - the patent being granted circa November 1898.

As mentioned steam power was the way of the future and this following image is a great example of a steam engine used to power an entire timber mill.



The following is taken from the information board accompanying this image.

"This steam engine was built in the early 1900's being one of the last Davey Paxman steam engines to be made in England. The Public Works Department used it in Auckland and Mount Maunganui up until 1926. It then was used in a sawmill at Waikoau, milling timber for the Napier-Gisborne railways. George Mills and his sons then acquired it in 1935 to power their sawmill at Ashley Clinton, in the Central Hawkes Bay.

It is a double expansion engine with two different sized cylinders. They produce 20.2hp working on a pressure of 140 per sq in.

The engine consumed 800 litres of water each day and 90 cubic feet of timber to keep the boiler going."

The museum is packed full of machinery, static displays and hundreds of photographs arranged in groups by location; far more than I can ever mention in this short article.

Worth mentioning however is an example of what a typical boarding house of the time might well have looked like and the businesses it accommodated on the lower level.



*The Dentists*



*Bank Manager Office*



*Timber Merchants Meeting*

The final hall I looked through contained some great static displays of typical businesses that would have been operating at the turn of the early 1900's.



*Coopering*

The craft of coopering in the traditional way has just about disappeared in New Zealand today, there being only one commercial cooperage making barrels for the wine industry. This is the Cooperage located in the Founders Heritage Park in Nelson.

While the exact number of cooperages in New Zealand during the 1890s isn't readily available, it's safe to say there were likely several, driven by the needs of a growing agricultural sector and other industries using barrels. Cooperages were essential for producing barrels, casks, and other wooden containers used in various industries, including brewing, food storage, and transportation.

*Sheep shearing display*

With the introduction of refrigeration in the 1880's, shipments of frozen meats opened up new markets for New Zealand sheep meat. Farming of sheep increased as farms improved and while shears were initially used to shear sheep, stationary engines soon began powering sheep shearing woolsheds all over the country.





Finally I rather liked this piece of machinery which I am sure would have been in much demand for manufacturing bricks and clay pipes as our towns in the North were built.

If you haven't been to the Kauri Museum, then I can highly recommend a visit as this only shows a glimpse of the many many items on display. Give yourself a couple of hours at least and then wrap up your visit in the Gumdiggers Cafe across the road as they have what I would best describe as the typical Kiwi burger - like we used to get back in the 1970's, packed full of goodness and a real challenge to get one's mouth around.



WHAT'S NOT TO LIKE ABOUT THIS?



## REPORT BY DEREK TUTILL

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# BAY OF ISLANDS VINTAGE RAILWAY TRIP

SUNDAY 22nd JUNE 2025 - report by Judy Pothan

After meeting at the Springs Flat, Kamo Layby at 8.30am we had a pleasant drive to Kawakawa, parking at the Railway Station. The one unusual aspect of the railway is the fact that it goes down the main street of Kawakawa township.

We arrived at the Station in time for a quick morning tea at the Station Cafe before the train was due to leave. "Gabriel" their lovely old steam engine was in their workshop for repairs so we were pulled by a big red diesel engine. There were two closed carriages plus an open air compartment between them. The open carriage also had bicycle racks as the route stopped at Taumarere Station where the Twin Coast Walk/Cycle track can be accessed.

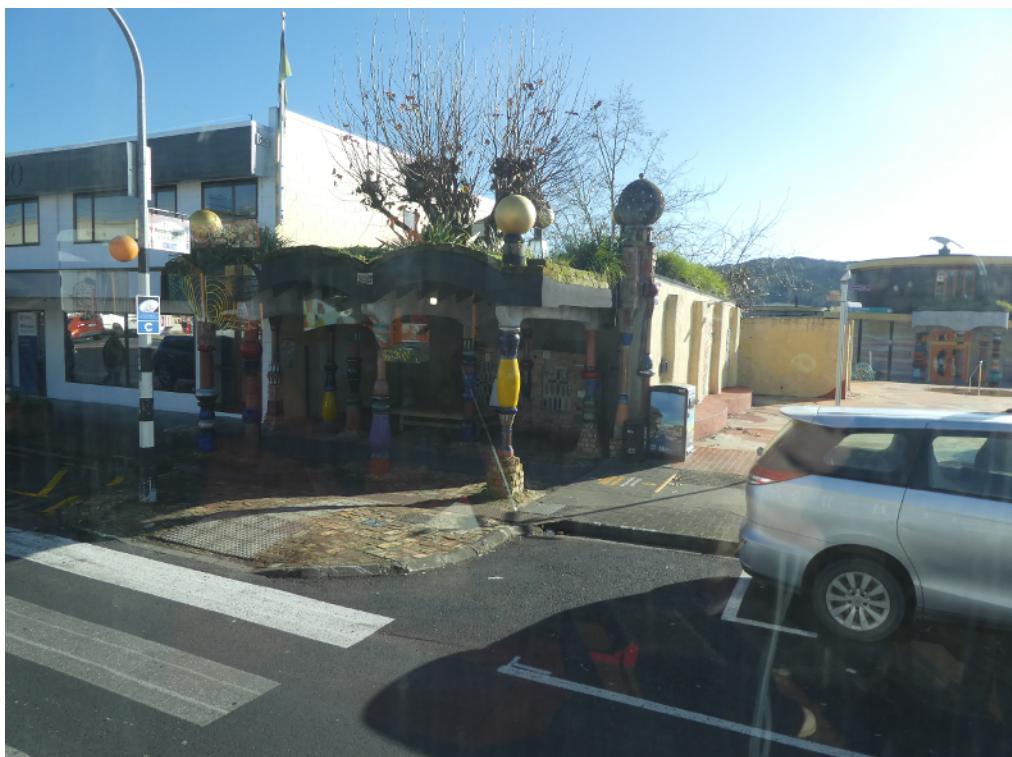


The railway is the only track in New Zealand to run on a state highway and along the main street of town. One of the photos below shows the train going past the famous Hundertwasser Toilets on the main street of Kawakawa, a very popular tourist attraction which has been a major boost for Kawakawa since they were built.



Leaving the Station,  
from inside the  
carriage

Below the  
Hundertwasser Toilets  
and the new Te  
Hononga  
Hundertwasser  
Memorial Park behind.



We were lucky with the weather as it was a beautiful day (just a bit cold). The route is very scenic and ends at the Whangae Tunnel. The railway's next project is to clear the tunnel, and hopefully the rest of the track to Opua.



Top photos inside the carriage, built around 1906. Photo on the left shows a piece of 'artwork' you pass just after leaving the station!

Below is the open carriage which has the bike racks.



During the trip we were given a commentary on the history of the railway by three different volunteers, and there is also a booklet you can purchase from the Gift Shop at the Station. On our return to the station we enjoyed a lunch together with food and drink from the Station Cafe. A most enjoyable day, thanks to Phil and Margaret for organising it.



The bridge shown on the previous page is the longest curved wooden bridge in the Southern Hemisphere. The lady below was one of the commentators, she was also an engineer and checked the bridge before we went over it, lovely lady.



## LOOKING AHEAD

**TUESDAY 19th AUGUST 2025 - AGM & COFFEE NIGHT** 7.30 at the Men's Shed (old Railway Station, Railway Road, Whangarei). Some of the committee and executive are standing down, come along, support your club and help fill these vacant positions by nominating a friend or yourself to keep the club rolling. Bring a plate and cash for raffle.

**SATURDAY 23rd AUGUST** - Breakfast with the cars. 8.30 till 10.00 at Marina Woodfired Dining cafe, Tutukaka, organised by VCC every 4th Saturday of the month.

**SUNDAY 24th AUGUST** - Daffodil Day Run (organised by VCC) details to follow

**SUNDAY 14th SEPTEMBER** - visit to BASIS Classic Auto Supplies, Henderson includes demo on making seals et.) BBQ lunch supplied. Numbers to Phil Scot please (see Phil Schultz's email dated 6th July for more information.

**SUNDAY 7th SEPTEMBER** - Hospice Fathers' Day Event car display -see Phil's email dated 4th August or contact Brian Cannons by email at [cannons4@xtra.co.nz](mailto:cannons4@xtra.co.nz)

\*\*\*\*\*

Following joke kindly supplied by Greg Tucker

I just saw a car being driven by a sheep in a swimsuit.



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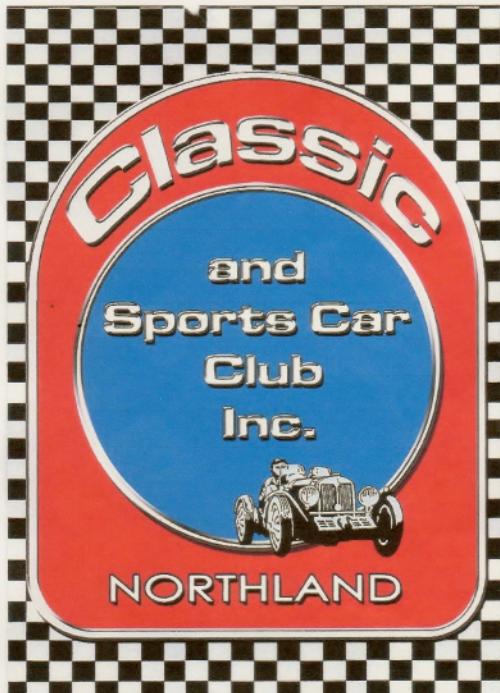


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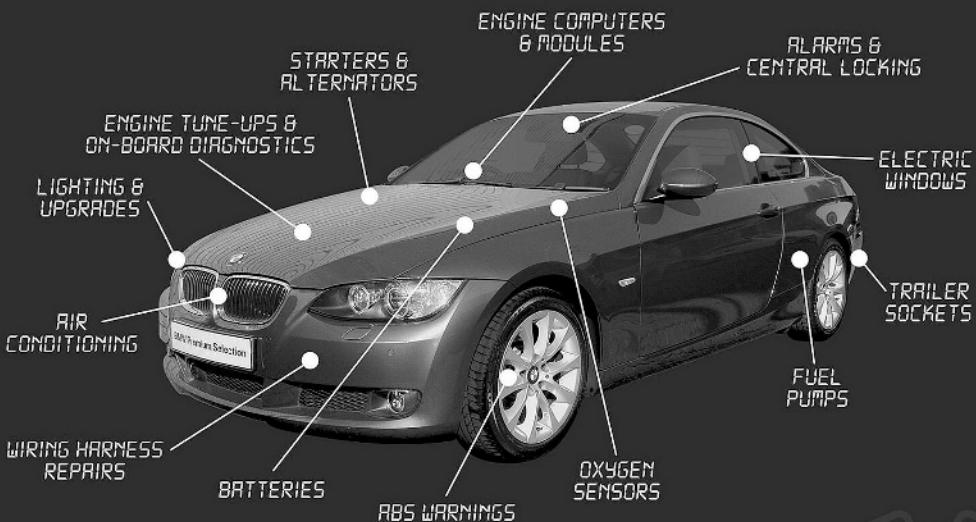
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