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MARCH/APRIL - 2025 - ISSUE 290

Greg and Rae's 1969 VW Beetle 1600



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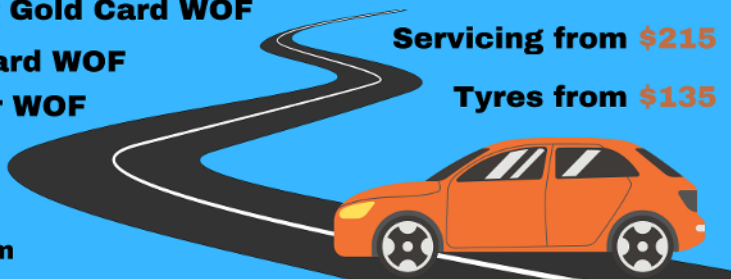
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<b>COMMITTEE MEMBERS 2024 - 2025</b>		
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Website Admin & Facebook	Derek Tutill	Phone 0274 463 643

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### LOOKING AHEAD - ODDS AND ENDS

**COFFEE NIGHTS** 17th June and 15th July (3rd Tuesday of the month) 7.30pm at the Mens Shed, old Railway Station, bring a plate and cash for the raffle.

**AGM - TUESDAY 19th AUGUST** at the Mens Shed 7.30pm followed by the usual Coffee Night as above. If you are interested in standing for any of the positions please talk to a current committee member.

No events except Coffee Nights at the moment but keep checking your emails as Phil will advise details of any events once they are confirmed.

**PLEASE NOTE** we have a new advertiser (Proshine, see page 20), as always please support our advertisers if you have need of their services. As usual many thanks to suppliers of articles and photos.

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## **NEALE'S FISH & CHIP RUN - 30th March 2025 - Report by Mike Franks**

We met as planned at Kensington Stadium Carpark at 3pm on Sunday. There was a good turnout with a great selection of about a dozen modern and classic cars. Some of the convertibles took advantage of the fine sunny afternoon to leave their tops down.

Neale handed out sheets of paper and told the gathering that there was no set route, but we needed to find answers to questions on the instruction sheet that would be obvious as we drove around town. We were told that answers to the questions were all within City streets and should take about an hour and a half. Locations were in the clues, like the colour of the front door at Reyburn House and the number of chimneys at Clarke Homestead. The challenge took us to all corners of Whangarei including Kioreroa Cemetery (google it if you don't know). Maunu, Onerahi Yacht Club, Kamo and Tikipunga. We passed lots of other cars as we "criss crossed" around city streets looking for answers to the sometimes-cryptic questions.

The afternoon culminated with a picnic takeaway meal and a natter on an outdoor table at Whangarei Falls. Neale met us there and marked our questionnaires and there was lots of debate about the various routes and answers. Thanks Neale for your efforts and thought in putting together an enjoyable and thought-provoking afternoon outing.

The Bridgestone logo, featuring a stylized red and white 'B' symbol followed by the word 'BRIDGESTONE' in a bold, italicized, black sans-serif font.

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## TRIUMPH TR NATIONAL WEEKEND

The annual Triumph TR National Weekend was held in Auckland from Friday 28th February to Monday 3rd March. This was a significant event being the 50th anniversary of the TR Register in New Zealand and was attended by a few of our members who are also members of the TR Register. A total of 62 TR's converged on Auckland from all corners of the country for the annual event.

The weekend coincided with the annual British & European Car Show at Lloyd Elsmore Park, Howick where many other British and European marques were represented along with trade stalls and food stalls. There were around 800 to 1000 cars on show in the Auckland sunshine, all set out in defined areas for each marque. A few of our members were seen browsing at the show along with hordes of other local patrons.

Our members scored well in the concourse judging with Brian and Raewyn Cannons taking out first place in the TR2/3 Modified Class with their TR3, winning a trophy, certificate and a booty of Meguiar cleaning products, Mike and Lynda Franks scored second place in the TR4/5/250 Standard Class with their TR4A.

The weekend concluded with a four-day run that included Whangamata, Tauranga, Whakatane and Taupo so if you were down south during that time and saw all those TR's out and about with their tops down, that is what it was all about!



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## WAIPU CAR & BIKE SHOW - 9th February 2025

What a great day, bright blue skies and hot as! Fortunately the club had up it's two shade canopies which provided a welcome respite from the blazing sun.

A good turnout of cars from the club, twenty one in total which was sufficient for us to take out the Club Display of the Day Award. I am advised by a family member who is also heavily involved in the Lions there were over 1000 cars and bikes at the event and they ended up having to turn others away. The event apparently made a little under \$40,000 which we all contributed to in some small way.

Report by Derek Tutill (as shown on our Facebook page)





## Report on Waipu Car Show by Edd Shepherd

Great turn out of members for this event, 22 in our group with half a dozen others in their other groups. Over 800 cars and 200 bikes. Congratulations to Ron Cave and his amazing crew for a spectacular day.



The other attraction of the day was the Rescue Helicopter which landed in the adjoining field. Always amazing to see the chopper land and take off - what would we do without it when we have so many communities in remote areas. Many thanks to them for all they do and for managing to take time out to support this event.

We were one of the first clubs to arrive and were near the Vintage Car Club's display. At the other end of the large field the American cars and Hot Rods lined up. As time went on the cars kept arriving and filling the central area until it was completely packed - amazing amount of cars some of which came from other areas of the country. American cars of all different makes were predominant - but we won best Club Display! Report by Judy Pothan



## WAIPU CAR & BIKE SHOW







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## MEMBER PROFILE - GREG TUCKER

Like most club members I had a love for cars and bikes from a very young age. My Dad always had nice cars, bought new, and always kept immaculate. On school holidays I was shipped off to my Aunt and Uncle's home in Maungaturoto. Uncle Colin owned the garage there, and allowed me to free range around all the old bikes and cars which planted the seed for my love of vehicles.

My first car was a 1974 Ford Escort panel van, with a whole 1200cc of power. I had just started work with the Post Office as a field technician working on phone lines in the Whangarei area. The van cost me \$4200 and took me two years to pay off. Of course, I customised it with mags and fat tyres, spoilers, a new paint job and a custom interior in pure 80's gold crushed velvet. I had many fun years with that van in the 80's, going to custom van shows and being part of the Northland Knights Custom Van Club.



The Escort van before the paint job



And after. Note the mags and spoilers!

Next, off road buggies caught my eye, and I bought a kit set frame and started building a two seated off roader. I was lucky enough to find a rolled VW Beetle to use as a donor vehicle. I look back now and think it was almost criminal to dismantle an early oval window Beetle. They just weren't worth much at that point in time.



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The 1200cc motor and gearbox was removed and installed in the buggy, along with the front end steering and suspension. I raced the buggy for a couple of years with the Whangarei Off-Road Club. I didn't win any prizes with the 1200cc motor, but had a lot of fun trying! Of course, a Ford Falcon was bought to tow the off-roader around, and the Escort van was traded in to pay for it.



Then came marriage and children and I had to become a sensible/responsible parent. The off-roader was sold for a pop-top camper (which I still have) and the Falcon was sold as it was too hungry with gas. A run of cars followed the Falcon; Hondas, Toyotas and different work vehicles.

As the family grew to four children I had to upsize to a Mitsubishi L300 Sports Pac van to get the whole family around. I kept that van for around 15 more years. It was a great vehicle that the family used every day and for holidays. By the time I had sold it, all the children had learned to drive in it and then left home. I have wonderful memories with this van.

By this stage in life I had moved into management roles for Chorus, Downers, and currently Northpower Fibre that supplied a full use vehicle. The L300 was sold as it had served it's purpose. I bought my first road bike, a Honda 250, which quickly upgraded to a Honda VFR 800. I have since owned a Triumph Thunderbird 1200, Triumph Tiger 800, Honda 300 Rally and a raft of off-road bikes; a Honda 200 racing trike, Yamaha 400 racing quad and Kawasaki 300 KLX (and possibly more).

The shed was built on the back of my place in Maunu. Rae and I retired, and I started looking for a project to keep me busy. With my previous experience with the VW's they became the obvious choice. We lucked upon a 1970 VW Kombi bay window camper van that was a promotional vehicle for Simply Squeezed juice company where Rae's brother-in-law was working at the time. I spent the next few years improving the performance and handling of this old van; twin carbs were added, new matching tyres, a heavy-duty sway bar and new disc brakes on the front wheels. Also new canvas for the pop-top and a few other bits and pieces. It's a great vehicle to take to shows and on VW runs, plus it has the original Westfalia camping fit out that we use fairly regularly (although the interior is fairly "cosy"). Along with the crazy paint job done by the juice company, the van came with it's personalised plates (VANSSA) and some great documentation of it's history. Built and fitted out in Germany she was driven around Europe and the Middle East before being shipped out to Dunedin a few months later. We have records of services done in Istanbul and Teheran, along with original insurance documents.



VANSSA as we got her 2015



Camping – now without the stickers



**VW Beetle 1969 1600cc  
NZ built twin cam hot cam**





Once the Kombi was at a level I was happy with I looked for a new project. A New Zealand built 1969 VW Beetle was found by word of mouth. It needed quite a bit of work done on it, and took me over two years to strip down and rebuild. A new motor, reconditioned gearbox, rust removed, new suspension, new paint and interior refurbishment. A lot of work was done over the Covid period, which meant that I had the time, but it was difficult to get parts from overseas. The Beetle was back on the road by the end of 2021 and Rae loves to drive it way more than me.



The Beetle on pick-up.



New paint and sticker panels, mags and interior.



I was hoping to do a kit car for my next project, and had my eye on a Porsche 356 kit online. The donor car was an MGF and I found a 1996 MGF on Trade Me that came with another parts car for a great price. It turned out that the 'good' car was too good to pull apart, and the parts car was too far gone to be used as a donor chassis, so after stripping all the parts I could possibly need, one car was dumped and the other driven (after a little bit of work). So, if anyone is interested, there's an MGF with lots of spare parts that needs to be moved for my next project ..... that's the trouble with having a big shed and too many toys!

After joining the club and discussions with some of the other members, Brian mentioned that he had a Triumph TR6 (in pieces) for sale that required a lot of work to be put back together. This looked like a great project and a big challenge for me as I don't have any experience or knowledge on old British cars. A deal was struck and I picked up the chassis and body from Hikurangi and the parts from Brian's place.

I'm really looking forward to the challenge of restoring this 1974 TR6, and will hopefully be able to bring it on club outings within a couple of years.



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## NORTHPORT VISIT - 5th March 2025

We did the tour round Northport in two groups, one before lunch, lunch together at the Ruakaka Tavern with both groups, then group two going round in the afternoon.

We were taken round in a Minibus driven by a lovely chap who had worked there for eleven years. Northport started off basically as a wood product port - and boy was there a lot of wood there! A ship called "Warrior" was being loaded while we were there - huge ship, and our guide described the logistics of how it was done. Cement from Golden Bay Cement and prefab cabins were the next export Northport took on as log exports waned. Finally containers were taken on and the special ten million dollar crane required for them was purchased, they now have two of them. As many Northlanders probably know Northport has been trying to get permission to dredge out more of the harbour so they can expand the container aspect of the port to take over some of the Ports of Auckland container trade as Auckland is at full capacity and trying to expand which a lot of Aucklanders don't want. Northport has a lot of land they own which would easily give them the room for expansion.

Of course, Northport's latest venture is providing berthing for Cruise Liners coming to Whangarei, using coaches to transport passengers to Whangarei for sightseeing. It was a fascinating insight into the workings of a port which most of us would never get to see, so thanks very much to the club for organising this outing. (report by Judy Pothan)







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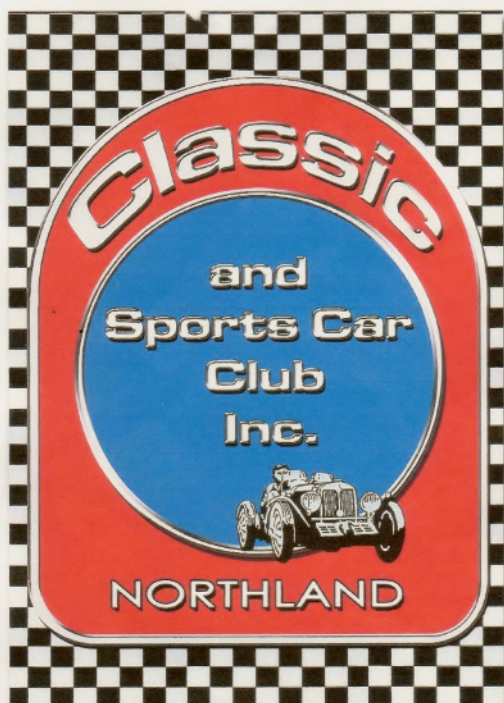
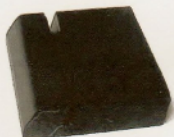
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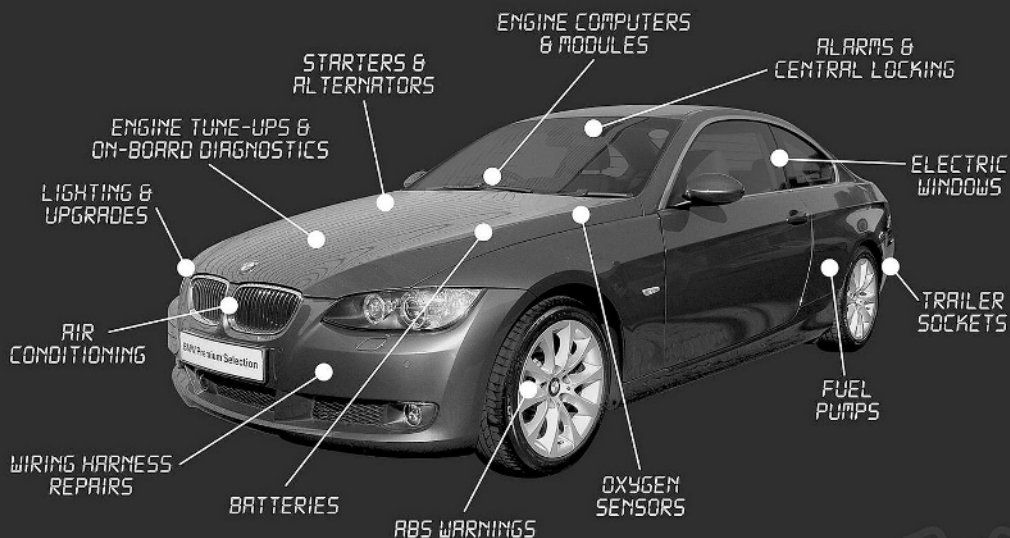


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