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JAN/FEB - 2025 - ISSUE 289

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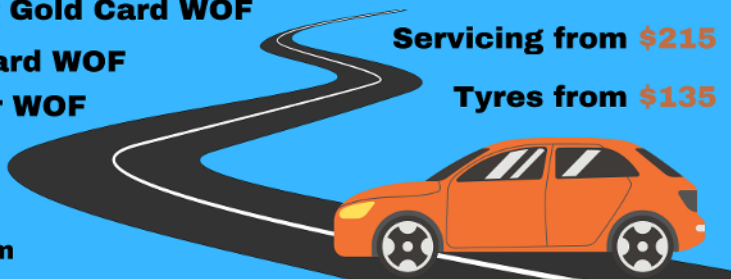
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LOOKING AHEAD

COFFEE NIGHT - 3rd Tuesday of the month 7.30pm at Mens Shed
7.30pm, bring a plate and cash for the raffle - 15th APRIL 2025

SUNDAY 30th March - Neale's Fish and C hip Run

SUNDAY 13th April - Ruakaka Classic & Custom Car Show 10am-2pm
Show Cars free, entry \$10

SUNDAY 20th April - Easter Hop Classic Car & Bike Show, Mangawhai
Domain 10am-2pm - entry \$5, car registration \$20

THE TWO CAR SHOWS ARE NOT OUR CLUB EVENTS AT THIS STAGE

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ODDS AND ENDS

Many thanks to everyone who supplied articles and photos - Pete, Colin, Phil, Rob, Greg & Rae and Brian.

The next magazine will have articles and photos of the Waipu Car Show, the conducted tour around Northport and the visit to Summerset Retirement Village in Tikipunga. which have all happened over the last couple of months, plus other events which the club will attend over the next couple of months.

This magazine is larger than usual partly because of the new adverts, so please support the advertisers if you can.



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COLIN'S ADVENTURE

Was looking forward to a birthday flight in a Tiger Moth at the recent Muscle Cars & War Birds show held at the Onerahi Airfield on Sunday 12th January. Peter Romer had had a flight in a Tiger Moth previously and enjoyed it so much I thought I'd do similar, but disaster! The War Birds Tiger Moth and another Bi Plane had mechanical issues and would not be attending and the only other Bi Plane was fully booked out! I started ringing around and finally managed to contact a private plane based at Onerahi, and yes, it was available and yes, it was a Bi Plane, so all the ducks seemed to be lining up for a nostalgic flight!

Turned up on the day with family and visitors in tow and was duly directed to the correct hangar in time to see this little yellow version of a Bi Plane waiting with motor running and pilot ready to go. He sat me in the front seat compartment, told me there was no coms between us but to use the thumbs up or down to communicate to him sitting in the compartment behind, and as an afterthought mentioned he would start with a sight seeing cruise and then some aerobatics, and we were off.

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I was still mulling over the aerobatics bit and wondered what that involved and looking over the side at the harbour below, so a bit going on when the pilot tapped me on the shoulder, so I gave him the thumbs up as the vista was amazing. We went into a gentle hump like manoeuvre and a wing waggle from left to right and again a tap on the shoulder and I respond with the thumbs up.

What happened next can only be described as an adrenaline rushing hang on for dear life or grim death as the aircraft executed sudden and extreme manoeuvres, from a straight up climb at full noise for about 500 metres, then the motor sounded as though it had stopped and we go into a direct dive towards the ground, developing into a dizzying spin, until my stomach contents almost emerge, then the motor cuts in and another stomach churning moment as the plane accelerates towards the ground and manages to turn to the right and another steep climb away from the ground followed by a series of tight rapid corkscrew movements, more up, down, twirly around until I thought how much more of this can I take (I didn't even like being rocked as a baby!)

Another tap on the shoulder, a can't quit thumbs up from me, and we shoot down to about 10 metres off the ground and commence a tree hopping exercise along the Takahiwai foreshore, swerving in and out of the bays and tributaries and freaking out alternative life stylers and farm stock. After numerous tight stomach churning turns and rolls, we head back to Onerahi Airport.

It seemed such an anti-climax as we sedately cruised in for a smooth landing and taxied up to the hangar, and motor turned off.

What a rush! I walked back to the hangar with the pilot hardly hearing what he was saying. For the rest of the day I kept reflecting on the experience and replaying various moments in my mind as everything had happened so fast it was hard to take it all in and process all that had happened. As I write this article, I am grateful for the experience and would recommend it to everyone who needs a pick me up! Can't wait for next year's Birthday surprise!

Report by Colin Brickell



NGATEA TRIP DECEMBER 2024

We left Whangarei with blustery winds and headed south to our first rendezvous at Wellsford. Suitably caffeinated and following directions to the private collection at Clifton Cove Museum, Whitford, we got through the Auckland traffic with a couple of slow patches, and (mostly) only one U-turn.

Bill's Toys and Vintage Machinery collection kept us occupied while our lovely hosts offered up tea and talks about how they came to be. There was a fabulous assortment of pedal cars, toys and dolls, along with tractors and pedal tractors. We had our lunch among the collection before heading off down the coast.



As the day was still very windy, but also hot, a stop at Kaiaua Beach ice cream shop was in order. It was also a way to regroup and do a head count as we had lost some along the way.

Once gathered, we were off over the Hauraki foothills to our motel for the night at Morrinsville (town of the art-ful cows). Dinner was at the local RSA after happy-hour drinks and nibbles in the sun at the motel. We all headed back for an early night in preparation for the car show in the morning.

Report by Greg and Rae Tucker



NGATEA TRIP - DAY TWO - report by Rob Nash

Another gorgeous clear and sunny morning as we gathered for our 8am briefing and the presentation of chocolates for Day One's navigational mistakes.

The 9 vehicles headed north together from Morrinsville on some beautiful back roads through the rolling green Waikato and Hauraki Plains dairy country, regrouping on the outskirts of Ngatea. The Hugh Howard Domain, venue for the 8th Ngatea Customs, Classic & Van Revival was already crammed with a hugely diverse variety of classic and custom cars, vans and motorcycles.

The event organiser, Robert "Fish" MacKay, tells me that there were nearly 300 registered entrants, raising over \$1500 for the local food bank charity. Due to the event's growing popularity and space requirements, he plans to move future events to a larger area behind the park, the next probably to be held on Saturday 27th December 2025. The wide range of immaculately presented vehicles, tightly packed into the park, made for interesting viewing; in addition there was a local sports club bbq, and several cafes in Ngatea's main street.

Following the 1pm prize-giving we left Ngatea for our 80km run to Waiuku via Pukekohe; it was sad to see Pukekohe's suburban residential sprawl devouring some of NZ's best horticultural land. After the "happy hour" we gathered for a group dinner at Shunters Restaurant at the Waiuku Cosmopolitan Club. In summary, a great second day - 135km of trouble-free driving in the country, a club presence at a popular car show in perfect weather; thanks, Margaret and Phil.

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NGATEA TRIP THE SHOW, DAY 2



SHOW DAY 2 cont.



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NGATEA TRIP - DAY 3 - REPORT BY Brian Winger

The day started out fine and cloudy with strong winds, after a team briefing by Margaret the trip leader, sorry Mr. President but you only got back to leader when the chocolate prizes were given out, we departed the motel at 8.35am for Glenbrook Vintage Railway.

After parking our 9 cars we took a look around the station and watched the train fill up with water then went and picked up the carriages. At 10am we departed the station for Waiuku Township. Everyone dispersed to explore the town and find refreshments. A couple did geo-caching, a lot of us ended up at the same cafe for coffee etc. as the night before the fire siren had sounded during happy hour at the motel and it turned out to be the other cafe had a fire in the kitchen. At 11.50 we boarded the 10 o'clock train back to Glenbrook, it stopped on the way to let those of us wishing to photograph the train at speed to disembark. After that interlude we re-boarded to finish the trip at the Glenbrook Station.

After another briefing we headed through Pukekohe to cross the motorway at Bombay and then turned left onto the Great South Road and turned right after crossing under the motorway for our last visit of the trip. We were greeted by our hosts and after an introduction we were welcomed to an Americana collection, including a late model Dodge Viper V10, various other classic American cars including a Corvette, about 18 cars in all. Also a couple of Mk11 Zephyrs and a Mk1 Zephyr as well as a large number of posters and three restored petrol pumps. Everything was in beautiful condition. Thanks to the owners for letting us view their incredible collection.

From there we all headed back to Whangarei. Many thanks to Phil and Margaret for a well organised three days.



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SHOW BEST



REPORT BY PHIL ON NGATEA SHOW & SHINE

Recently some club members had a couple of days away to attend the Ngatea Car Show for Custom Cars, Vans, Classics, Bikes and Street Machines Show-n-Shine.

What a great show it was. Almost 300 vehicles on display from many parts of the country, 9 cars and eighteen members from our club left Whangarei on Friday 27th December to overnight at Morrinsville, on to Ngatea for the show on Saturday then an overnight at Waiuku on the way home.

Congratulations must go to the organiser Rob (Fish) Mackay for his efforts to make this show so great and raising almost \$4000 for the local community.

I have attended this show for three years now and it gets bigger and better each year, and Fish has plans for an even bigger one next year. Congratulations Rob see you at the next one. Phil.



Pic of Phil congratulating Rob 'Fish' Mackay for the excellent show.

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MEMBER PROFILE - ROB NASH & ELAINE PROKOPIW

I was born in Melbourne and spent my first 5 years in West Pennant Hills, Sydney before returning to New Zealand with my family, growing up in Blockhouse Bay-Avondale area in Auckland. I attended Mount Albert Grammar School before completing my medical degree at the Auckland University School of Medicine in 1985.

My father was a car enthusiast; I have early memories of attending car racing meetings at the Pukekohe race circuit and learning to drive in his much loved British Racing Green MG1100. Unable to afford a car, I rode a number of 'trail bikes' before my first car, a 2-door Ford Escort 1300.

In 1981 I took a year off my studies, travelling to Perth and then Paraburdoo, West Australia, working for an iron ore drilling company to save money for my travels. I then travelled to Singapore, then Penang, Malaysia, where I bought the cheapest flight available to London with Aeroflot, including a 2-day stopover in Moscow; thus began my hitch-hiking adventure around the UK and Europe, before returning home to resume my studies. My next car was the ubiquitous Morris Mini, complete with sliding windows and ample rust.

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On graduating in 1985, with the assistance of a bank loan (at the going interest rate of 25%), I moved up to a VW Golf GLS 1500, sadly written off in an accident on the unsealed Northland roads near Matai Bay; its replacement, a burgundy Triumph TR6 is one of several cars that I wish I'd kept and totally suited my dashing young doctor/man about town image.

We parted company in late 1986 as I once again took OE leave flatting in Chiswick, London, I took numerous short-term junior hospital doctor positions both in London and around England. One of my more interesting



jobs was in Douglas on the Isle of Man, subsequently returning to work with the medical team at the annual Isle of Man TT races. During my time in London I was able to take breaks in Europe using the super cheap airfare special deals. To escape the dreary British winter I travelled to Bermuda to holiday with a med-school friend who was working in their local hospital. Attracted by the warm weather, beautiful beaches and laid back lifestyle I gave the hospital my CV before returning to London.

In mid 1987 I returned to Bermuda for about 18 months working as a surgical house officer at King Edward Hospital in Hamilton, Bermuda. I really enjoyed my time here, travelling to New York and New England area, competing in local road running races and the local and New England triathlon race series. In addition I completed the amazing and unique New York Marathon (3hrs 22min) in 1988. My island transport was a humble 90cc Honda Lead, as cars were very expensive, the roads narrow, the distances short and the weather generally warm and mild. During this time I met my wife, Elaine Prokopiwi; in late 1989 she left Bermuda with me, completing the New York Marathon, and introducing me to her parents in Toronto before accompanying me to Auckland.

With no formal specialist training, but plenty of general work-skills and a restless nature, I worked as a locum GP around Auckland before joining the first private accident and acute medical clinic, the GP-owned Central Care in Remuera Road, set up in competition to the first White Cross clinic just down the road. Elaine and I bought a tiny 1890's 2-storey kauri villa, originally a worker's cottage, in Parnell, and a VW Golf GTI, both of which I wish I'd kept.

However, Auckland wasn't the same as when I was growing up, so when I was offered work at the Whangarei White Cross clinic in Bank Street in 1986 we moved north. After house-sitting and renting properties in the Ngunguru/Tutukaka area we decided to build and settle here. We'd downsized to a humble but reliable Toyota Corolla, amassing many trouble-free miles travelling around the country. After much research we decided on a straw-bale house, built on our bush-covered block of land just outside Ngunguru, which has proven to be a joy to live in.

Over this time I worked during the day building up my own Whangarei general practice, whilst still working evening and weekend sessions at the White Cross. With one vehicle, a sturdy but ponderously slow Daihatsu Rugger 4WD, with it's Toyota 2.6L diesel engine. I'm not sure how Elaine and I managed the house project, long hours working two jobs and countless trips in from Ngunguru with one vehicle. However, the Daihatsu enabled us to explore many less-travelled parts of NZ - we have numerous fond memories, including driving the then-unsealed Napier-Taihape Road, and up 90-Mile Beach and Pakipaki stream.

The next car, a Mercedes-Benz 190E, began my fondness for the 3-pointed star, the first of four. A humble entry-level model, but absolutely trouble free for many miles, passed on to Elaine when we graduated to a two-car family with my near new but short lived sporty black Peugeot 307, destroyed in a late night high speed roll over accident on the way home one evening - my life was undoubtedly saved by it's numerous airbags; an Audi A3 was an enjoyable replacement.

However, despite the outward appearance of a happy and successful life, overseas travel and a loving and supportive family, I wasn't coping with the increasing stress of my growing General Practice, attempting to alleviate my worsening burnout with increasing amounts of alcohol.

Shortly after an enjoyable 3-week holiday in Vietnam in December 2007 I developed severe acute alcohol-induced pancreatitis requiring 48 days on life support in Auckland Hospital and an extended period of recovery, causing huge amounts of stress to Elaine, my family and friends.

At the insistence of the NZ Medical Council's Health Committee, in May 2008 I reluctantly attended the Capri Clinic in Auckland, a private residential drug and alcohol rehabilitation clinic - this was the beginning of a new and very different phase of my life, fortunately accompanied and supported by my long-suffering wife, Elaine. Since then I've attended the annual Australasian Doctors in Recovery meetings, an AA-type meeting for medical professionals; in addition I hope that the short breaks I can provide my GP colleagues may in a small way help them avoid the major burnout that nearly killed me.

I now work as a locum GP locally and in rural NZ, and since 2017 in similar roles in rural Australia, mainly for the Aboriginal Health Services. This enables me to have ample time off between jobs, and requires frequent travel and change of location that my restless soul needs. I have worked in many small towns all around NZ and similarly in Australia, from the Kimberley region, WA to Cape York, Queensland, Katherine, NT to St. Helens, Tasmania. Elaine, when her volunteer work for the Northland Hospice allows, joins me and has become very capable at entertaining herself in some tiny and remote towns, probably getting to know more of the locals from her daily walks than I do.

I now realise that I can't change the fundamental nature of my job, but the challenges of different practices and computer systems, the frequent travel to new places, and the generally relaxed, friendly and welcoming attitude of rural folk allow me to enjoy and remain enthusiastic in my work. As part of my new life, I recognised my lack of hobbies outside my GP work and general house-garden duties, so indulged my love of cars; firstly the ferociously quick Mercedes-Benz AMG C32, a \$165,000 wolf-in-sheeps clothing, but sadly a bit of a drinking problem.



This was replaced by my current CLS 350 CDI 4-door coupe, a modern and beautiful classic, imho.



Two years ago, with the generous support of my wife, I added my 1982 230CE, with the proviso that, unlike many of my new CSCC friends, one classic car is my limit. Our frequent travel and work schedule means that I haven't been able to attend club meetings as often as I'd like, but I appreciate the friendly welcome when I do attend, and am grateful for the generous experience-based advice I've been given for the inevitable ongoing jobs that owning a classic car entails.

Nga mihi/thanks

Rob Nash/Elaine Prokopiw

"The true sign of intelligence is not knowledge but imagination." Albert Einstein





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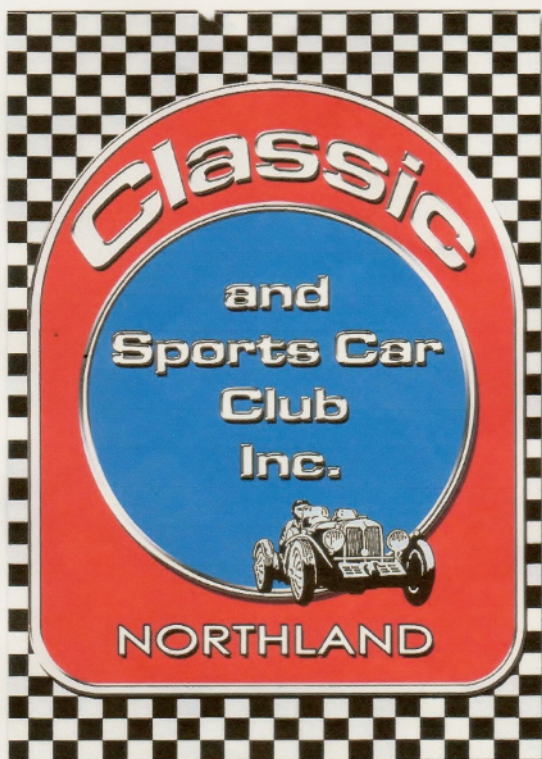
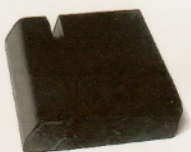
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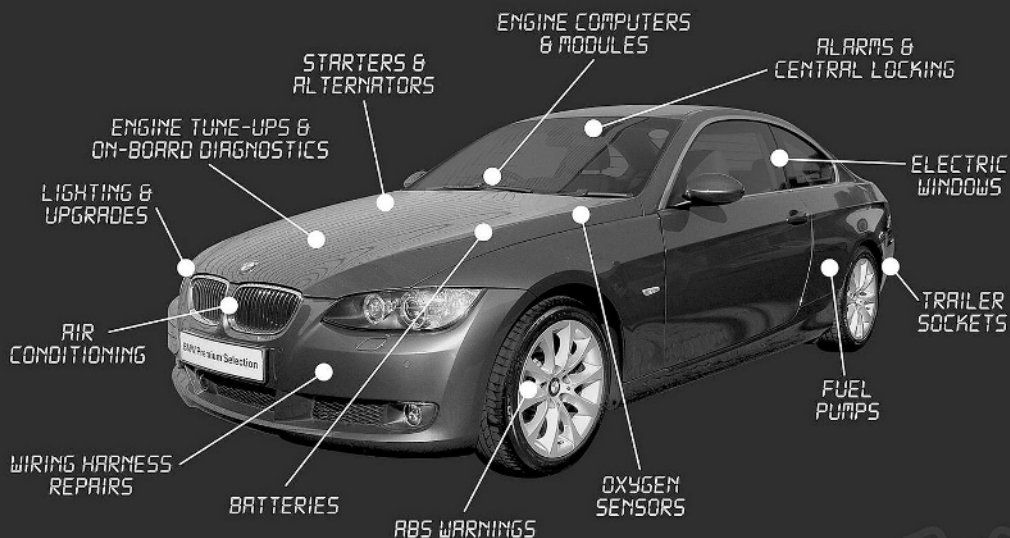
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