

Down Memory Lane

The History of the First 50 Years of the NZMCA
1956 – 2006

By John Spain

"THE ASSOCIATION OF SELF PROPELLED CARAVANS"



John & Margaret Spain
'Espana' 392

Preface



Margaret and I joined the Association in 1968 with the number 392 and have loved movanning with a passion. Being members that discard little, we have stored our association bulletins and handbooks over the years, having much enjoyment re reading them from time to time. We were not satisfied until we were able to find, borrow and copy all the publications ever printed.

Living in Otago, far away from the hub of the Association, when there were only about 200 members in the whole of New Zealand, the names and articles in the early Bulletins were instrumental in conjuring up a feel of belonging, to our unique family of members. It was not long before we became involved, First at local, then in 1975 at national level.

Those of us who were fortunate to have known the founders, Andy and Gladys Anderson before their deaths, as they travelled NZ could see not only the friendship, but also the tenacity in their make up, which was so essential in the forming of our Association.

When it was proposed to produce a 50th Jubilee publication, I volunteered to assist as I had such a mass of information at hand. Little did I know then, that I would be landed with two years of intense concentration as Editor. And so it began.

The original 21st book was a good place to start as it was so well written by Andy and Gladys. It was then brought up to date taking into account the changes that have been since 1977.

The many members who responded to the call to lend their photos and articles, which have been so important to the recording of our fifty years history, are to be thanked by all.

John Spain

The Preface to the 21st Anniversary book printed in 1977

by Gladys Anderson 1

Since writing this saga of the N.Z.M.C.A. I have felt I would like to express my thanks and appreciation of help offered and accepted from various members. and most of all for the support and co-operation given by Andy, who checked all the proofs as well as providing numerous facts from his stored memories.

We started the Association in an extremely small way, and it is due to the enthusiasm and effort of so many - too numerous to name - that it has grown to its present proportions.

The decision of the Committee in asking us to write this "History" is appreciated, and we hope they find their confidence justified.

As Founders, Andy and I are the only ones who know the true facts of those vital early years, and we found the possession of a full set of Bulletins provided much of the data from that time on. I hope the reader will forgive me if I have omitted anything of importance.

Thanks are due to Ron Clow, Ralda & Bruce Green, Marilyn Archer; the Zimmermann's, Shirley & Jack Brown, Fred Jenks, Merle Gardner, and Jack & Leila Tibbets for additions and photographs, and particular thanks to Ralda Green for her Foreword

Thanks also to Eycke Zimmermann for preparing all the photographs for printing, and to Elaine Zimmermann for editing the final text.

Please excuse any typographical errors. Much time has been taken by our typist and proofreaders in checking but somehow, always a few are missed. The efforts of all these people, and of those who collated the pages into a booklet are much appreciated

We have every hope that the Association will continue to grow and prosper; and because of this, we feel our past efforts well justified.

The Foreword to the 21st anniversary Book printed in 1977

by Ralda Green 14

'Don't look back': most folk advise, and usually this applies to N.Z.M.C.A. members, as they plan stronger; lighter chassis. or modernise the interior of their wheeled homes, or try to persuade the Minister of the Environment, and local councils into allowing more freedom for roadside parking.

what a thrill that backward glance must be for Gladys and Andy Anderson, as they research the early Bulletins, to become the writers of the first recorded story of the Association.

The dreamers who saw a dream become reality. Starting the Club caused hours of work and precious time, but as Founders, and now Authors of the History, what a pleasure for them to see the strong hold the N.Z.M.C.A. has in the main centres of both Islands

Each year to see more successful rallies and socials that welcome new mobilised folk, and introduce them to the club's carefree drive - way of life. For the couple who started the adventure on only hopes and dreams, this was the great reward

Now 21 years later; to know families have united, as some youngsters once becoming adults, married childhood playmates of yesterday.

The N.Z.M.C.A. is now of age and well established May the happiness and progress go from strength to strength for the members who enjoy the freedom of the mobile caravan type of life.


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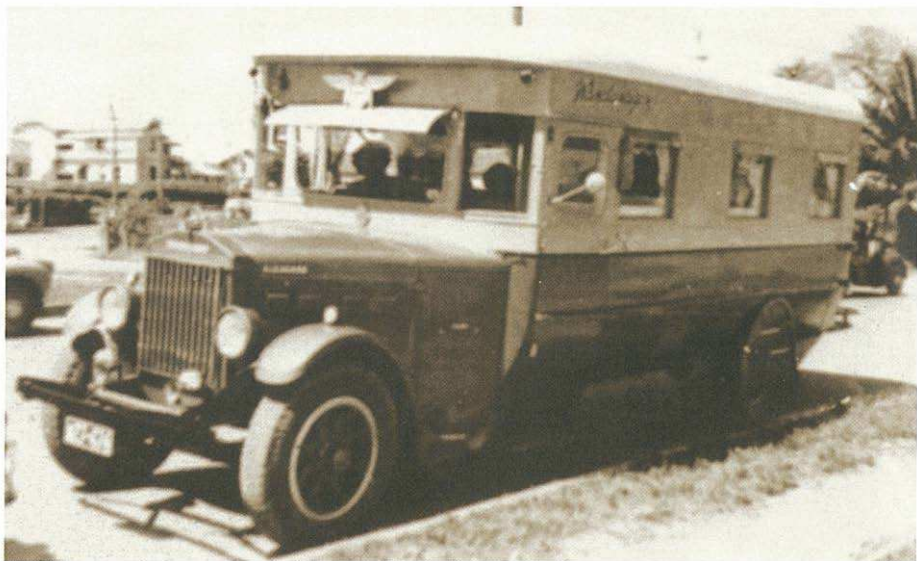
Andy & Gladys Anderson No. 1.

The Formation

 isborne is known as a city of firsts... The first to receive Cook... The first in the world to see the sun rise each day... and maybe that's why Gisborne folk tend to take the initiative and do things their own way...

Our association was formed on the 22nd March 1956. by Mr A.J. Anderson of Gisborne, in an impromptu and rather unorthodox fashion after the need for a "banding together" of "companions in sorrow" was felt - due to the following circumstances:

The year before, Mr and Mrs Anderson (Andy and Gladys) had purchased, to fulfil a long dreamed of ambition, what was even then a vintage passenger bus, a 1928 3½ ton Reo "Speedwagon" which for 28 years had provided a service between Whatatutu and Gisborne. The latter part of this period, in the capacity of a combined workers and school bus, running between Patutahi and Gisborne. At the time of purchase by the Andersons, the old Reo had wound the speedo round 7¼ times - 724,000 miles. Andy had become very caravan minded after owning five of the trailer type of caravan from 8ft up to 24ft, and finally decided to go the self propelled way. For conversion to a motor caravan a complete face lift was necessary and this was to mean three years of spare time work before the job was finished.



Wanda Wagon.

As it happened the many hours of work were the least of the snags encountered in the project. After purchase, it took most of the morning to get the papers swapped over from a Commercial bus to a private caravan. The local P&T (Post & Telegraph) had never heard of such a thing and didn't know what class to put it in. The class of "self propelled caravan" was then non-existent - so a compromise was reached by making it "Class 15" i.e. hearses, ambulances and vehicles not otherwise specified - the fee for which (with Heavy Traffic fee included), was 17 pounds 10 shillings per annum. After conversion, the Warrant of Fitness became a further worry, entailing most of a morning at the local Council Testing Station, and the Andersons were extremely exasperated by the cost of fees required to operate, what was to their mind a considerably safer vehicle than the caravan-car combination. The latter paid much less in registration and no heavy traffic fees and this seemed to them illogical.

They approached the local Caravan Club but were regarded as traitors to trailer caravanning, and no interest was exhibited, so they turned to the Chief Traffic Officer for Gisborne. He was adamant that anything over two tons paid Heavy Traffic fees - that was the law and he intended to enforce it! They wrote a letter to "Truth" and this publication printed the letter with pertinent comments from various

sources - but as usual the authorities were not reading "Truth" that week. In the meantime the Government raised the Heavy Traffic fees by 3345% which was exorbitant considering the small mileage done in a motor caravan.

The Anderson's then approached the local Member of Parliament, to see if a special class for Motor Caravans could be created, with reasonable Heavy Traffic fees payable, but had no results. After the next election, with another party in power they made further approaches, but being individuals with too small a voice they received scant attention. It was obvious that an association of owners of self-propelled caravans' was required to lend weight to those requests. The Government had to be made aware of the need for a special class in which to register these vehicles, if a reduction in Heavy Traffic fees payable on a tonnage basis over two tons was to be achieved.



Andy & Gladys Anderson.

Having the feeling that they were butting their heads against a brick wall, and knowing practically no-one else with a Motor Caravan, it was reluctantly decided to weigh the vehicle now finished, and pay the fees on a quarterly basis for the summer months. While on the weighbridge Andy was approached by Len Webber who stated quite categorically, that he was not paying Heavy Traffic fees on his vehicle (a 4-ton Mack - ex Road Service from Rotorua). On the contrary, he had been assured by Mr Dixon, who was the solicitor to the Traffic Office in Wellington, and had helped form the traffic regulations, that the vehicle was classed as a car. It carried no more than nine non-paying passengers, nor was it used for hire, so he was not liable. Mr Webber agreed that an Association should be formed - so Andy, a complete layman as far as business matters were concerned, suggested to Mr Webber that he start it. Len declined owing to pressure of business. "Right", said Andy, "I'll start it. I'm Member No. 1 and you are Member No 2. We shall call it the 'N.Z. Motor Caravan Association'."

From that date the Anderson home became the "headquarters of the NZM.C.A." A register was purchased out of the founder's own pocket together with a ledger; and later on, letterheads were ordered

Membership



After forming the Association simply by "declaring" it to be so, and enlisting officers for the first Executive Committee. efforts to get members were many and varied - At first a letter was sent to the "A.A. Motor World" and the "A. A. Bulletin" (now A.A. Auto Age") stating that the Association had been formed and any owners of motor caravans could obtain details on application to the Secretary - name and address would be supplied by the two publications.

This netted about 15 members in addition to a local farmer, schoolteacher, newspaper editor and two movans passing through. It was a good start for the "joke" of Gisborne - The N.Z. Motor Caravan Assn.

The problem of gaining members was to find them, and numerous means were used to do this - for example, the placing of notices under the windscreen wiper blades of movans seen in the town or on travels was one method. Occasionally there was a high-speed chase on the open roads to the consternation of a driver who thought he was being pursued by a Traffic Inspector.

On travelling, the Anderson daughters became "backyard spotters". One daughter doing some shopping in the town cajoled a family travelling in a movan to follow her home in order "to hear something to their advantage"; thus breathless daughter on overheated bicycle heralded in a new and keen member.

Occasionally articles of interest were printed in newspapers of (to them) unusual vehicles. Form letters were sent to the owners of these and further members eventuated. Appeals to existing members were made through the Bulletin, that if they spotted a movan they were to take its number and forward it on to Andy. He would take necessary steps to find the owner and make approaches. Periodic searches were made through the Motor Camps of Gisborne on the lookout for unwary motor caravanners, who were promptly asked to join up.

It was found that new members generally knew of another with the same idea in their town or vicinity and in that way many valued additions resulted. One enthusiastic South Island member was a traveller, and on his way round often came across Movans, where

approaches were made, details given and money collected. That one man accounted for 21 new members.

Humourous incidents occurred during meeting with prospective members and the Andersons were amazed at the numbers of unusual components used in Movans. One was divided off- living quarters in the front - horse float in the rear of an old bus⁷ Another had a piano near the cab for religious music for self-styled missionaries; another had a commercial sewing machine; another a deep freeze for storing pauas and fish, plus a large controlled combustion stove mounted on a concrete slab. This one was also complete with a separate bathroom sporting an ancient tin bath.

Cleanliness has not been overlooked in modern movans, and although doubtful some would still cany baths, most now have a shower, as it takes less water and space. The modern movan is generally equipped with a wash basin and flushing toilet and many and varied are these - always a good talking point. Some "motor caravan homes" cany a washing machine with ample means of obtaining hot water. In fact the standard of the modern motor caravan has improved steadily over the years.

Among other refinements one will find sundecks on the roof (Anderson's van 'Sheezrite' had a fine specimen) and one member had a sliding patio from beneath the vehicle. 'Sheezrite' also had a home workshop and carried a large electronic organ for their own entertainment. Some modern day musical members earn income entertaining as they travel around the country.

Our founder Andy Anderson was well known as a gadget person, always striving to improve his vans by inventing items not available by purchase. He was often writing articles in the "Bulletin" to pass on his considerable knowledge to other members. Such things as Sky TV and cell phones would scarcely have been thought of in Andy's day, but these are regular items in today's modern motor homes. Video and DVD players, lap top computers. GPS tracking systems, solar power, inverters and whisper silent generators are a few of the many other devices giving many options to the modern movan traveller.

Movanning is contagious and many members have neighbours, brothers - sons and married daughters with movans who have joined the fold. Several articulated caravans are numbered among the buses, small vans, etc that make up the membership. Professional builders and refurbishers of luxury Motor homes have sprung up all over New

Zealand bringing options to, and cashing in on, retired couples who have the finance but not the handyman skills to assemble their own vans.

The availability of Japanese import vehicles into New Zealand since the 1980's also has helped to revolutionise the Motor Caravan movement. A large number of these now make up the total membership fleet in addition to many modern ex rental vans which are sold to the public after as few as 40,000 kms rental use. Many larger movans tow a small car behind for easy transport while in towns, or all terrain vehicles for outback discovering. Some have even designed garages in the back of their motor home for a baby car,

At the time of the 21st book approximately 1220 members had joined the Association, embracing all walks of life. Andy knew of a retired magistrate, two Justices of the Peace, a Traffic Officer, an Osteopath, an Accountant, a B.Sc., Mechanics, Engineers, Carpenters, Shopkeepers, Garage Proprietors, Electrical Linesmen, Electricians, Farmers, County Workmen, School Teachers, a Prison Officer, Factory Owner, Builders, Drivers, Drain layers and Plumbers. Little has changed today, except that there are a greater proportion of retired members in the membership.

Widows, rather than resign their membership, are more inclined these days to trade in their motor caravan for a smaller one, so as to drive themselves to rallies and continue enjoying the company of the many friends that they have made over the years. As in any organisation there have been deaths, resignations, people going overseas, etc so the number issued is not the true membership tally. The membership numbers have grown in leaps and bounds over the years and statistics unto the present are presented as follows:

Year	Nos. Issued	Year	Nos. Issued
1975	1000	2000	15000
1981	2000	2001	17000
1986	3000	2002	19000
1993	6000	2003	22000
1996	10000	2004	25000
1998	12000	2005	28000
1999	13000		

Executive Officers and their work



From the beginning the Association was operated on a strictly business basis, despite the small number involved. A Post Office Savings Bank account was opened, and the late Dr. Jim Simpson became the first President from 1956 - 1959 with Andy Anderson as Secretary and Gladys Anderson as Treasurer and a pitifully small committee consisting of John and Lucille Moffet and Geoff Muir. However for the small membership at the time it was sufficient. At the end of the second year a Balance Sheet was printed in the new publication, the NZMCA 'Bulletin'.

In 1958 attempts were made to be affiliated to the Automobile Association, however this was not granted, as the NZMCA was a national body and not belonging to any one area. The Automobile Association was at that time divided into areas - each one autonomous.

Also that year an Insurance Scheme was introduced to help members insure at nominal rates. This particular scheme was later discontinued in favour of a more comprehensive scheme now in force.

The next President was David Morgan, with the Andersons continuing in Secretary and Treasurerships and committee of Max Crabbe, Len Lowe, Stan Person and the late Reg. McCutcheon in the North Island two South Island members Lew Kerse and Graeme Watson, Lew Kerse being at that time the South Island Representative. In 1959 it was found necessary to increase the subscription to 1 Pound per annum, due to stationery and postage costs plus Bulletin printing costs.

In 1960 Reg McCutcheon became President and owing to pressure of work the Secretary and Treasurer's post were handed over to Messrs. Flavell and Chamberlain. Accountants of Giihome, with the committee Max Crabbe, Stan Person. Len Lowe, Eddie Heaseman and Alan Woolston. The South Island had decided to become autonomous and this had been passed at the Annual General Meeting the previous Easter - after Lew Kerse attended the Tauranga Rally and made



*1959 Committee. from Left; Len Lowe, Mar Crabbe, David Morgan (President),
Reg McCutcheon, Stan Person.*

representations. They formed their Committee with Gordon Perkins as Chairman, Secretary Gordon Dann, Treasurer Graeme Watson and Committee Ernie Beaumont, Lew Kerse, Eddie Diehl, Les Tyson, Alex Dixon, Aub Jamieson and Norm Jack. Andy and Gladys Anderson remained Editor of the Bulletin and Slave!

Unfortunately, under the Accountant's care no active work was done and into the breach Lucille Moffet as Secretary Treasurer with the same committee and the South Island Executive continuing. The following year John Moffet undertook the position of Treasurer with Reg McCutcheon, President, the Committee Len Lowe, Eddie Heaseman and Alan Woolston. This year 1961 saw the important concession from the Transport Department of allowing members to take out a Heavy Traffic Sticker for one week at 118th of the quarterly mte.

At Easter 1962 Alan Woolston took the reins as Secretary with his wife Betty as Treasurer and Andy Anderson as President and Editor of the Bulletin. The South Island Committee remained the same but very little was heard from them for some time as the organisers in that area were disappointed by the lack of support and eventually went into recess. This was extremely awkward as they were handling the badges at the time.

At the next Easter Rally in 1963 Alan and Betty Woolston relinquished the posts of Secretary and Treasurer and Ron Clow was appointed Secretary with Bmce Green as President, Beryl Clow as Treasurer and a small Committee of Ralda Green and Mark Friedlander.

Ron Clow was a great hand at letter writing and this attribute was put to good use during the next three years in his representations to the Traffic Department over Heavy Traffic fees. His first letter as Secretary however was about a different matter. He had been instructed by the A.G.M. to write to the South Island "In strong terms but discreetly" about arrears of money for the Bulletin and about the badges. This action brought matters to a head and resulted in the resignation of the South Island Committee plus some other members (all of their own volition). The remaining eleven South Island Members thus became the nucleus of the present strong membership south of the Cook Strait. Happy to be part of the New Zealand Motor Caravan Association and not seeking autonomy.

The club was growing fast at this time (1963/64) and it was obvious that the records needed to be more detailed. With encouragement from Bmce Green, Ron put in a lot of time over the winter on a detailed card system for the registration of members with ledger cards and record cards. He also made sure the Treasurer's receipts and payments records were broken up under more headings so they presented a clearer picture to the executive. He became nicknamed "Spot On Ron".

In the Easter of 1964 a new Editor was elected, as the Andersons were unable to continue owing to the time and effort involved in building a new mobile home.

The new Editor was Walter Wylde who brought a fresh approach and much experience to the job. With a larger membership it was found that two extra committeemen would be necessary and Harold Chapman of Matamata and Bert Polglase of Frankton were elected to help Mark Friedlander. The President, Secretary and Treasurer were elected as before. This combination worked well for the next 2 years in spite of the scattered committee membership, with the addition to the committee, of Harold Martin from Dargaville in 1965.

In 1965 four new records were established. There were a record number of new members; there was a record all time low in the difference between the cost of the Bulletin and the advertising revenue; the highest bank balance to date and a record attendance at rallies.

In Easter 1966, at the 10th Anniversary Rally at Motutere Bay Taupo, both Walter Wylde and Ron Clow relinquished their posts as Editor and Secretary 'Reasurer because of the pressure of other work but not before achieving "Farmers Rates" for Heavy Traffic fees on all self propelled caravans. Member 261 had been issued in February

Bruce Green was fortunately able to carry on and was re-elected unanimously as President. Bill Mason took over as Secretary and Viv Mason as Treasurer, Mabel Holton as Editor and the committee comprised Harold Martin, Bert Polglase, Harold Chapman, Cyril Holton and Ralda Green. Fred Jenks was appointed official photographer. At this 1966 A.G.M. the news of the deaths of two very early members, Reg McCutcheon and Granny Treve Price, was announced. For those who had known them it was very sad news indeed.



The 1966 Committee.

In 1967 the committee remained the same with the addition of Ann Martin who was co-opted to assist. The Chairman reported there were 200 active members in NZ.

In the year 1968, at the Easter Rally in May, Colin Archer took over the presidential chair with Secretary Stanton Lovatt. Viv Mason remaining Treasurer with Mabel Holton continuing as Editor. These were supported by committeemen Bruce Green. Harold Martin, Cyril Holton and Bert Polglase.

1969 saw the retirement of Mabel Holton as Bulletin Editor and the appointment of Mrs Nora Smith. Colin Archer continued as President with Stanton Lovatt as Secretary.

Treasurer and Assistant Treasurer being Ron Gardner and Tom Clark respectively. The committeemen were Cyril Holton, Viv Mason. Ernie Perrott, George Taylor, Fred Jenks and Harold Martin. This Rally saw the first Life Member - Andy Anderson - as Founder presented with a silver winged badge mounted on polished wood. It was a wonderful gesture and very much appreciated. Also at this rally the motion for Incorporation was proposed by Eycke Zimmermann and enthusiastically accepted and put into effect during the following year.

In 1970, postal voting was introduced, instead of electing the Executive Committee from those present at the AGM. Colin Archer continued as President, with Vice President Ron Gardner, Secretary Stanton Lovatt, Treasurer Tom Clarke and committee comprising Fred Jenks, Viv Mason, George Taylor, Brian Chatterton, Cyril Holton and Harold Martin.

In 1971 there was another change in the position of Secretary, as Stanton Lovatt moved to the South Island. Stanton had put in a great deal of effort during his term as Secretary in seeing the Group Insurance Scheme firmly established. Nelson Hoskin stepped into the breach and Bob Pates was co-opted on to the committee until next election.

Voting at the Easter Rally showed Colin Archer's continuation as President, Ron Gardener as Vice President, Secretary Nelson Hoskin, Treasurer Tom Clark, with a committee of Cyril Holton. Harold Martin, Alan Staples, Jack Tibbits, Bill Smith, Uma Pugh and Shirley Brown.

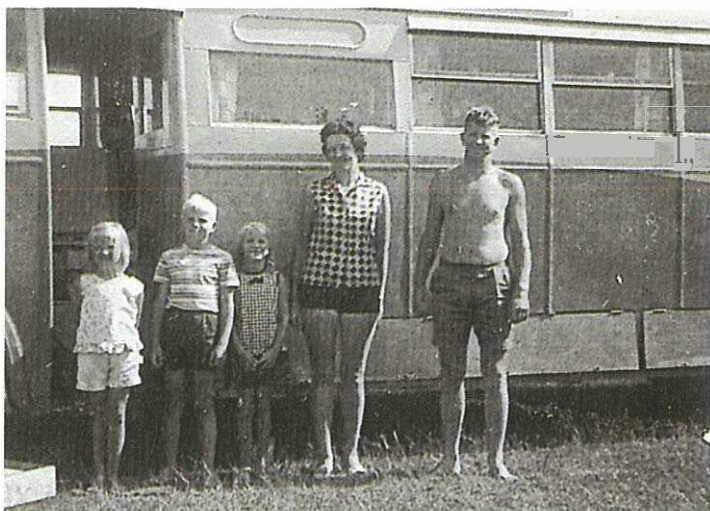
The second Life Membership was presented at this rally to Bruce Green No 14. Bruce had been President in the club for 5 years in the 1960's and along with his wife Ralda a stalwart supporter of all club activities since the very early days. Bruce and Ralda were both very much moved by the presentation, which meant a great deal to both of them.

At the first meeting of the new committee. Stan Lucas was also made a Life Member of the Club. Stan was not present at the time and Colin Archer (the President) took the badge to his home in Hamilton personally.

Two long standing members died early in the year, Carl Julian and Bill Smith. Both were remembered with respect and affection by those

who knew them. Bill's death left a vacancy on the committee which was filled by Eric Williams who had received the next highest number of votes at the A.G.M. In November Nora Smith, for personal and family reasons stood down as Editor and Ilma Pugh took over what was becoming a mammoth task. The membership had grown to 271 active members and Bulletins were being produced every two months plus additional newsletters and annual membership lists.

1971 saw several Area Reps appointed :- Wellington Peter Morgan, Christchurch Ian Cammock, Dunedin Ray Keen, Waikato Beryl Laurie, Northland Shirley Brown, Southland Jack Ball, Giiibome Colin Downs. It was decided to have a Members handbook to have a list of names, numbers, van names, some laws and info for members.



The Archer family.

Colin Archer (and his wife Marilyn) had completed 4 years as President by Easter 1972 and saw the continued growth and strength of the Club membership. They wanted to start building a new movan, and as the position of President is very time consuming did not stand for re-election. At the AGM Peter Morgan of Wellington area became President and Ian Cammock of Christchurch Vice President. Nelson Hoskin remained as Secretary, the Treasury continued under the guidance of Tom Clark and the committee comprised Shirley Brown, Frank Carlyle, Tom Giles Cyril Holton, Beryl Laurie, Jack Tibbits and Ilma Pugh as Editor. Inflation had caught up with the Association, and

the A.G.M. decided to raise the Annual Subscription to \$3.00 with family members paying 10 cents for rights to vote.

Maurie Wylie took over the Area Representation for Wellington in Peter's place and Ted Withers was appointed to Taranaki and Paul Dolman for Nelson.

In 1973 there was also a re-shuffle - Peter Morgan continued as President, Ray Murray became Secretary and Tom Clark carried on as Treasurer and the committee had the addition of George Taylor and Charlie Clouswn. At the A.G.M. another long standing member, ex Secretary and loyal rally attender was made a Life Member This was Ron Clow. sadly his wife Beryl had died and was not with him to receive the honour.

Frank Carlyle took over Insurance Inquiries, but unfortunately it was not for long as a sudden heart attack robbed us of a keen member. Eycke Zimmermann took over as Insurance Officer.

Some new Area Reps were appointed namely Bob Lees of Wellington, Arthur Rush Wanganui, Keith Darragh Southland and Bill Cole for Central North Island. In October, Auckland appointed Eric Williams as Area Rep as they had been temporarilyunrepresented. As Ian Cammock was now on the Executive, George Wilson filled the position of Canterbury Area Rep.

Peter Morgan's two years as President saw very steady growth in the Association. Peter (a very keen and able Red Cross man) filled his Presidential letters to the Bulletin with timely advice on safety on the roads, on the need to have fittings within a movan firmly bolted down in case of accident, and against all forms of pollution or littering. He reminded members of the small cost in materials and labour involved in keeping movans smartly painted and a credit to the Association and his term was one of goodwill and friendship.

A change in Executive in 1974 saw Colin Archer, his new movan finished, once more taking the chair, and Peter Morgan appointed as Liaison Officer to the Transport Department and Associated Caravan Clubs etc. The Vice President was Ian Cammock, Secretary Ray Murray, and on Committee were Charlie Clouston, Shirley Brown, Beryl Laurie, Jack Tibbits, Mal Quintal, Eric Ray, Nelson Hoskin, Tom Giles and Insurance Officer Eycke Zimmerman. At the AGM the subscription was again raised - this time to \$5.00, and two longstanding members from the South Island. Alf Banks and Lew Kerse were made Lie Members of the Association.

Area Reps were increased with Brian Ogle for Northland, and Garth Phipps South Waikato, Gwen Bartlett Nelson, and Charlie Clouston taking over Wellington due to Bob Lee's illness.

In 1975 Colin Archer remained as President. John Spain from Otago became Vice President and Jack Brown took over Secretaryship. Tom Clark retired from the office of Treasurer after several years of very stirring service and Wv Mason was once more Treasurer. The committee consisted of Beryl Laurie, Jack Tibbits, Mal Quintal, Maurie Wylie. Ross Blackmore, Tom Clark and Tom Giles. Eric Ray of Waiouru also sewed until his departure for Singapore. He ran a very successful national raffle in 1974 and members looked forward to his return in a year or two as they missed his lively presence.



John & Margaret Spain with Adele Heatherington at a Christchurch Executive function in 1975.



Maurice Wylie, Ian Cammock, Peter Heatherington and Peter Morgan at Christchurch.

Owing to Ilma Pugh's illness Vic and Beryl Old took on the job of Bulletin Editors. Eycke Zimmermann remained Insurance Officer.



1976 Executive Committee. From Left: Tom Clarke, Viv Mason, Maurice Wylie, Jack Brown, Mal Quintal, Beryl Laurie, Colin Archer: Ross Blackmore, Vic Old, John Spain, Eycke Zimmerman.

There were also a few changes and additions in Area Reps. John Moffet took over Waikato and Ken and Glenis Hargreaves Taranaki. In October Ross Blackmore was appointed Area Rep for Auckland, Mike Isaac of Havelock North for Hawkes Bay and December saw a change for Wellington in the person of Arthur Pearce.

In 1975 the By-Laws for Area Representatives and committees were introduced and Elaine Zimmermann was appointed official "Scribe" for the NZMCA. to "Caravan & Camping" magazine - a position she had held unofficially for over 12 months.

1976 elections returned the same President, Secretary and Treasurer with committee of Beryl Laurie, Ken Burgiss, Brian Ogle, Grahame Morgan, Maurie Wylie and Ross Blackmore. The Vice President was once more John Spain, Eycke Zimmermann Insurance Officer and Vic and Beryl Olds as Editors of the Bulletin.

At the A.G.M. Colin Archer announced that Mr Harold Smedley, the British High Commissioner to New Zealand and also a mover and shaker had accepted the office of Patron of the Association, and Ilma Pugh, who edited the Bulletin so ably for several years was made a Life Member. Jim and Joyce Beale were appointed Area Reps for Taranaki,



*'March 1976 Social.
Back row from left: Jean & Brian Ogle, Vic & Beryl Old, Mal & Gloria Quintal,
Colin & Marilyn Archer, John & Margaret Span, Doug Laurie, Shirley Brown,
Beryl Laurie. Bottom Row from left: Maurice & Jean Wylie, Elaine & Eycke
Zimmerman, Jack Brown, Viv Mason, Ross Blackmore.*



Executive members at the 1976 Dunedin Ball.

Robin Taylor for Otago, Doug Gillespie Northland, and Wally Gould Wellington, others remaining as before.

1976 saw the nailer Generators completed and a self-containment Standard adopted by the Association. Both of these were long standing projects and are dealt with in detail in separate chapters. So at the end of 1976 the Association had achieved a lot, and almost come of age. It had honoured seven members with Life membership but

unfortunately Ilma Pugh died earlier in the year and only six were still living to see the Association reach maturity.

1977 had a new president in Jack Brown who had previously served for the last two years as secretary, this function now being executed by Les Pennial with additional new committee members Ian Corbishley and Wally Gould. At the AGM held at Miranda. Colin and Marilyn Archer were deservedly presented their Life Membership awards.

Mention has been made of the days when members were asked to pay their subs early to keep the Association going. In October 1977 the Reasurer wrote to Eycke Zimmerman as follows:

Dear Eycke,

Just a note regarding NZMCA financial affairs. As you are an accountant I have thought to ask you for advice. The funds are rather low at the moment and we have broken our investment of \$1000 leaving \$550 still invested and \$87 in working capital. I have just received an account for \$78 from Vic Old for expenses for Bulletins postage etc, which will take care of the \$87 and have an account for wings to be paid now for \$506. We should be also gening an account for latest Bulletin, about \$260 soon. I don't know if the ASB will extend credit in the way of a loan. Our Accountant who does the books is at present away on holiday hence asking your advice first.

Regards, Viv Mason Treasurer.

Eycke Replied

Dear Viv,

In answer to your letter re NZMCA funds. It would be a good idea for you to see the Bank Manager, and explain to him that you may need some overdraft accommodation or a loan to tide the Association over a difficult period, and that things will pick up shortly. He is bound to ask what you are doing to rectify the present embarrassing situation, and I suggest you put a piece in the next Bulletin re subs for 1978, and tell him that you have done this. Something like: Subscription reminder. Your Subscription for membership of the NZMCA will be due in February 1978 and we would like you to keep this in mind. If any member cares to pay now, in advance, these early subscriptions would help keep the Association afloat in the meanwhile. Costs have risen alarmingly, particularly for printing and postage of the Bulletin and your help would be greatly appreciated. Subscriptions for 1978 are: members \$9.00 and family member \$1.00. Even if ten paid, it would be \$100 and this would help.

Regards. Eycke.

NZ postage had risen from five cents to eight cents that year.

Ogle became the new Secretary, the Treasurer was John Spain and Barry Thomson volunteered as Editor, while Heather Hills was elected onto the committee.

At the AGM in 1986 Garry McNicholl became President, Barry Thomson was elected as Secretary and Ken Burgiss and Eycke Zimmermann were elected onto committee.



The National Office Sub Committee in 1986 from left: John Spain, Eycke Zimmermann, Brian Ogle, Heather Hills, Bob Organ, Barry Thomson and Gary McNicholl.

In 1987 there were few changes to the Executive lineup. Dick Brandon volunteered as Editor and Wendy Barker and Alan Hunt became elected to committee.



Treasurer John Spain Presenting the new Presidents Trophy to President Gary McNicholl.

1988 had only one change in the whole comminee with Ron Wing being elected.

This year the President and Secretary were elected for two years and the Vice President and Treasurer were elected for one year so as to alternate the key positions when the Vice President and Treasurer were voted for two years the following year. The reasoning was to prevent the possibiity of a whole new line up of inexperienced members in the key positions.



1988/89 Executive Committee.

Back Row from left: John Spain, Garry McNicholl, Ken Burgiss, Alan Hunt, Barry Thomson. Front from left: Ron Wing, Heather Hills, Wendy Barker, Ian Corbishley, Chris Forrester.

In 1989 after sixteen years as insurance Officer Eycke Zimmerman retired and John Spain was appointed in addition to his position as Treasurer. Les Gibson. Alan Horton Peter McIntosh and Bob McLaughlan were elected to committee.

The 1990 AGM elected Bob Organ once again to the position of President. Jean Ogle was elected as Secretary and Wendy Barker and Yvonne Mason as committee. The Editor's position was filled by Wayne Francis on the retirement of Dick Brandon.



1990/91 Executive Committee and partners.

Back from left: Viv Mason, Les Gibson, Jean Ogle, John Spain, Ron & Marj Wing, Barrie & Wendy Barker, Bob & Joy Organ, Peter & Sue McIntosh. Bottom from left: Yvonne Mason, Sheryle Gibson, Brian Ogle, Margaret Spain, Ian & Myra Corbishley.

1991 on the retirement of Ian Corbishley, Brian Ogle was elected to Vice President with Jeremy Gough and Peter Whyte being elected to committee.

1992 was the first AGM to be held in the South Island where John and Margaret Spain were presented their Life Membership awards at the rally at Mosgiel, south of Dunedin. Barry and Barbara Thomson who were not present were awarded their Life Memberships later during the year in Wellington. The only change to the Executive at that time was with the addition of Rex Joyce to committee. This AGM was the first to have a dedicated annual report book published.

In 1993 Gray and Freda Pamsh were awarded Life Membership and on the resignation of Jean Ogle as Secretary, Joy Organ was co-opted in her place, with Jo-anne Cookson and Riki Keenan being elected to committee. In September the newly appointed Office Manager Dawn Wright commenced minute taking at the Executive meeting. The Association Office for central administration situated in leased premises at 44 Selwyn Street Onehunga began operating.

1994 saw Yvonne Mason being elected as Secretary, Terry Clapham as Treasurer and Riki Keenan being appointed as Insurance Officer on the retirement of John Spain. Neil Fleming and Wayne Francis were elected to the committee.

In 1995 Ken & Trish Burgiss and Bob & Joy Organ were presented with their Life Membership awards. Riki Keenan was elected as Vice President and Robin Harris elected as Secretary, with Alan Bridle being elected to the committee. In August the Association purchased and refurbished its own office premises in Graham Street Takanini and appointed Yvonne Reynish as Office Manager on the resignation of Dawn Wright.



The NZMCA National Office at Takanini.

In 1996 John Spain, the first South Islander to hold the position was elected as President and as Robin Harris had to resign from the Secretary's position through failing health, Chris King was co-opted as a replacement. Derek Cleland was Co-opted as Treasurer on the resignation of Terry Clapham, and with the resignation of Yvonne Reynish owing to her shift to Wellington in October, Gordon McGavin the Assistant Manager was promoted to Manager.

1997 saw little changes on the Executive apart from Yvonne Mason and Stewart Paterson coming in as Committee.

1998 AGM saw Wayne Francis who had been Editor for the previous eight years being elected to the position of President while Wendy Barker, Shona Hancock and Greg Stilwell were elected to committee.

1999 had the same Executive line up as 1998 apart from the addition of Bruce Stanger who was co-opted in the place of Wendy Barker who resigned.

In 2000 Greg Stilwell was appointed as Editor on the retirement of Wayne Francis who was now President and Lindsay Port and Moray Wilson were elected to the committee.

2001 saw a major change when the Secretaryship was discontinued as an elected position and added to the Office Managers duties. Chris King continued as an Executive member to the end of her term and Yvonne Clapham who had been a previous Office Manager and was now a member in her own right with her new husband Terry, was elected to the committee.

In 2002 as Yvonne Clapham resigned through ill health. Margaret Hore was co-opted in her place and Bruce Stanger was elected to committee with the remainder of the Executive committee staying the same.



Past Presidents: John Spain, Garry McNicholl, Bob Organ, Peter Morgan, Colin Archer and Bruce Green, at the 2002 'Under 2000 Reunion:

2003 AGM at Gore in Southland saw John Spain being elected as Vice President with Brian Benfell being appointed to the Treasurers position when it was decided to select the most qualified person rather than run the risk of unqualified members being elected to the now hugely responsible position. Lynn and Phil Smallbone were presented with Life Membership awards for their dedication in bringing the original concept of the travel directory to fruition. The Insurance Officer position was discontinued with the handing over of the Group Insurance Scheme administration from the National Office to Glen Kwok and Associates.

2004 had no changes in the Executive committee with President Wayne Francis, Vice President John Spain, Secretary Manager Gordon

McGavin, Treasurer Brian Benfell, Editor Greg Stilwell and Margaret Hore, Chris King, Stewart Paterson, Lindsay Port and Bruce Stanger serving on committee.

In 2005 there was one Executive Committee change when Dick Waters who had been appointed as the Public Relations Officer the previous year stood for elections and was elected as a voting member.



*2005 Executive Committee.
Top from left: Dick Waters, Gordon McGavin, Wayne Francis. Bruce Stanger,
Lindsay Port, John Spain. Bottom from left: Stewart Paterson, Chris King, Brian
Benfell.*

In October Dave Lockie from Papatoetoe was appointed as the new Office Manager with Gordon McGavin's retirement after ten years in the position.

2006 is the 50th year of the Association, and this book will coincide with the largest occasion in our Association's history, the Jubilee Rally to be held at Wanganui at Easter.

Area Representation



he Association was born in the Gisborne area. As it grew in other parts of New Zealand, the Executive appointed Area Representatives from time to time, whose job it was to represent the Association and promote its aims and objectives. To a large extent this was achieved by gathering members around them, and organising rallies and functions on their behalf. A list of 26 members offering occasional overnight parking was printed in 'Bulletin' number 38 in November 1967. This list encouraged members to venture further on their travels and have personal contact with members in other areas and spread the movanning word around New Zealand.

Area Representatives were starting to be appointed in the late 1960's after volunteers around the country were invited to put their names forward. In the early 1970's, names started being printed in the magazine with Shirley Brown representing Northland; Eric Williams, Auckland Central; Beryl Laurie, Waikato; Ted Withers, Taranaki; Colin Downs, Poverty & Hawke Bay; Peter Morgan, Wellington; Paul Dolman, Nelson; Ian Cammock, Canterbury; Ray Keen, Dunedin; and Jack Ball representing Southland. Some of these first Area Rep's are participating members still.

As membership increased further, the job of Area Representative became quite onerous, and reps asked their areas to elect a Committee to assist them in organisation of functions. Thus Area Committees were born. In the fullness of time it was felt that democratically elected officers of areas should have as much, if not more, say than appointed officers. This feeling caused the Executive to have a long hard look at area representation. In 1975 a set of draft by-laws was first prepared and circularised to all areas representatives and area committees. The comments received back were then considered by the Executive, and incorporated in the by-laws before passing them as "By-Law Number 1". "The area empowering By-Law.

Basically this By-Law prescribed how an area should be designated and the duties, powers and rights of Area Representatives. It provided for their appointment where areas were small in membership, or their election by ballot, either as Area Representatives or Area Committees,

depending on numbers of members. It regulated the operation of committees, the conduct of ballots, the handling of cash, styling of a bank account, owning of chattels and accountability to the Executive.

Progressively over the years the By-Laws changed and evolved through to the present Area Regulations, which set out in simple terms the general running of the areas.

In October 1982 an Area Reps Seminar was held at the Blockhouse Bay Primary School in Auckland financed by a Supersports raffle. This was the first time Area Representatives and their partners from all over NZ in addition to the Executive Committee had come together face to face in one place for discussion on rally organising and association administration etc. An enormous amount of area networking was achieved at that seminar.

It appears that by comparison with other organisations, the N.Z.M.C.A. has the better of two worlds. It is still one organisation with a New Zealand wide membership, and when it comes to making representations to Government Departments or Local Bodies, this counts, as the weight of the membership numbers impresses. On the



Hauraki / Coromandel's first Anniversary cake.

other hand there is local authority, to enable areas to best plan their own recreational pursuits for the benefit of local members.

Gradually new Areas with their own committees have formed over the years to suit the needs of members who otherwise had to travel large distances to attend rallies. Manawhenua in 1978, South Canterbury in 1979, Wairarapa in 1987. Far North and Counties in 1988, Hibiscus Coast in 1989, Clutha Valley in 1990, Poverty Bay in



Executive, Area Reps and partners at the second Auckland seminar in 1990.



Treasurer John Spain at the Area Reps November 1990 Seminar.

1998 and Hauraki-Coromandel in 1999. As time goes on there will be others, nothing stays the same forever.

Special interest Groups have originated where members wish to form groups for a specific common interest such as the 'Heavyweights'. In 1995 at the Easter Rally at Palmerston North, Bill Reeves from Rotorua and George Walker from Manawhenua got together and thought that a rally for the larger vehicles would be a good idea. Iwatahi Outdoor Centre, just out of Taupo, was chosen as a venue at Labour weekend which attracted 52 vehicles. Spare parts and service manuals for the older vehicles were items of interest to all.

'Freewheelers' another group to have formed had their first get together in September 1999 and have single members and others whose partners and spouses may have passed away or separated, and wish to continue in the Association. Also 'Good News Vanners' established at Lakeside Christian Life Centre, Huntly in November 2000 join together members with religious fellowship. Vantrampers



'Good News Vanners' sharing fellowship and a meal,

comprising members interested in walking is another group to establish themselves as a Special Interest Group.

As social Functions are all advertised in the By-Monthly Magazine 'Motor Caravanner' sent to all members, it is also usual for travelling members, or those from adjacent areas, to join in any gathering, thus enabling a wide circle of Friends to be established.

In 1993 the Executive appointed Administrative Consultants Coopers & Lybrand to review the administration of the Association. Their task was to make recommendations on how we operate. Amongst these, they said our organisational structure needed redefining to foster greater member involvement in major issues and better communications through Area representation. A sub committee was set up and the Inaugural National Forum came together on the 20th November deciding that Forum Membership would comprise one member from each area selected by formal resolution at the Area AGM and that only Forum Delegates would have a vote. Resolutions passed on a 3/4 majority were binding on the Executive Committee, unless there were cogent reasons against compliance. This requirement was rescinded by the Fomm in 2005, recognising that the National Executive alone is responsible for the governing of the Association.

The National Forum has been held each year since 1993 with topics for discussion coming in from each Area, being printed in the 'Motor Caravanner', discussed and voted on at Area level with recommendations given on how their delegate will represent their wishes at the Fomm.

So with Areas and Special Interest Groups having representation at Fomm as well as the continuance of individual member's rights to present remits, and vote at the National Annual General Meeting, it would seem that their interests are being met to the satisfaction of all.

Listing members who have been prominent in shaping our Association are not without risk, as inevitably someone will be missed, and we apologise in advance to them. Never the less, here are many of the area stalwarts over the years, who have served as Area Reps. Chairpersons, Secretaries, Treasurers, Newsletter Editors, and Forum Delegates.

Far North - Jim & Bonnie Marsden, Charlie & Gladys Woods, Selwyn & Isabel Stringer, Graham Bell, Rita Thomson, Stephanie Edwards, Noel Meyer, Gwen Dorreen, Denise Brydon, Colin Welch, Gael Nisbet and Jackie & Rob Gorton, Kevin Gardner, Keva Flannagan,

Northland - Shirley Brown, Brian Ogle, Doug Gillespie, Bruce Hudson, Don Shoebridge, Bob Organ. Ray Armiger, Henry Schick, Joy Kay, Alan Bishell, Vince Heatley, Carol Manning, Peter Rounkee, Betty Corney, Jeremy & Jenny Gough, Betty Comey,

Dargaville (until 1988) - Doug Gillespie, Ray Le Noel, Les Ward. Ebol & Mat Bos, Joy Kay,

Hibiscus Coast - Ian & Shirley Petersen, Geoff & Jackie Archer, Jim & Noeline Grassick, Marion Porter,

North Shore - Bruce & Robyn Wix, John & Margaret Spain, Keith & Jennifer Roberts, Maureen McGregor, Stan Tunnickliff,

Auckland & Areas - Eric Williams, Bruce Green. Ross Blackmore, Jack Tibbits, Ian & Edna Peterson. Graeme Skill, David & Sheila Shears, Arthur Lynn, Rex Roser, Les & Sheryl Gibson, Lew & Marie Keighley, Viv Mason, Tony & Dawn Reyneveld, Paul & Janet Graham, Ted & Joy Baldwin, Wayne Francis, Peter Whyte, Barbara & Les Fmch, Yvonne Mason, Fred & Joyce Shaw, Les & Nita Cowan, Stan Gatherwle, Stella Baker, Peter & Margaret Kitt, Irene Williamson, Clive & Cathy Sergeant, Dave & Pat Wighton, Greg Stilwell, Dawn Conway, Paula Stevens, Milan & Desma Yakich, John & Adrienne Pengelly, Joe Saunders & Lois Dickey, Marion Crowther, John Stevens, Colin Kennard,

Counties - Henk & Eunice Bennenbroek, Rod Craig, Paul Free, Joan Burrows, Chris King, Russ Ken; Rita Shoe bridge, Brian & Jean Ogle. Cath Banks, Marion Porter, Wallace McRobbie, Allan Gouber, John Kuypers, Heather McRobbie, Debbie Tonks, Yvonne Pace, Sandy Chappell, Marlene Hamilton. Lyn & Trevor Shaw,

Hauraki Coromandel - Reg & Rae Greaves, Jim Pooley, Brian Fox. Kevin & Dallas Nicholson,

Waikato - Garth Phipps, Beryle Laurie, John Moffitt, Sandra Quintal. Terry Bell, Derek & Rachel Cleland, Laurie & Gwen Hitchens, Heather Hills, Margaret Turnbull, Allan Horton. Jack Hawley, Mike Lister, Murray Hirst, Norm Diak. Barbara Perfect, Stewart & Kathleen Gray, Lyn Kyd, Cath Banks, Jim Ban; Betty Savage, John & Margaret Osborne, Norm Findlay, Bunty Meyer, Fred & Dawn Fellows,

Rotorua - Garth Phipps, Ken Wilson, Graham Boe, Colin Taylor, Claude Lundber. Brian Watson, Murray Connor, Kel & Gail McKirdy, Cliff Inskip, Jon Reeves, Sam Crossley, Stan Rutter. Ian Stewart, Val Taylor, Raewyn Latemore, Reg Wellington, Heather Richards.

Bay of Plenty - Ken Spencer & Graham Morgan, Selwyn & Dianne Fowler, Gary McNicholl, Bob & Zaida McLaughlan, Neil & Kay Fleming. Alan Hunt, Ross & Betty Nicholson, Wally Lambie, John & Jill Whitcombe, Gail Wild & Gerry Cox, Lindsay Port, Tom Burt & Rayma Timmins, Noel Higgle, Margaret & Merve Hore, Carolyn McKeown, Malcolm Lohead, Christine Free,

Western Bay of Plenty - Jack Vlas, Allan McCormack, Reg & Margaret Smith, Margaret & Eric Porter.

Eastern Bay of Plenty - Mark Clarke, Jim & Mavis Larking, Syd Lambert, Betty & Tom Suttrou, Tom Hooper, Dermot Hickisey, Ken Jones,

Central North Island (until 1982) - Bill Cole.

Eastland - Alan Thomas, Lea Hazelwood, Margaet Wallbank. Stuart Cross, John Stevens,

Hawkes Bay - Colin Downs, Mike Isaacs, Bob Organ, Phil Simmonds, Les Ramshaw, Alan Crammond, Valency Clements, Ross Giiian, Terry Zachan, Pat Taunton, Val Read, Margaret Jones, Valancy Stirling, Ron & Rita Carswell, Shirley Wheatley, Roger Wallis,

Taranaki - Ted Withers. Ken & Glennis Hargraves, Jim & Joyce Beale, Ron Malin, Marie Cesswell, Roy Taylor, Rusty Blinkhorne, George Smith. Wendy Barker, Ted Smith, Joy Whittaker, Moray Wilson, Lester Bulmer, Anne Griffiths, John Fitzgibbon, Deb Kirk. Betty Chiinall, Alister Imrie, Viv & Val Grigg,

Wanganui -Arthur Rush, Cathy Purdie, Ed Sainsbury, Ray & Shirley Butler, Selwyn & Dianne Fowler, Tom Gullery, Frank Lockwood, Helen Miller. Yvonne Loveridge, Mostyn Miller, Peter Hunt, Marlene Kemp, Robin Hunt, Rex Kensington.

Manawhenua - Bill McKinlay, Allan Hunt, Ray Perry, Gary McNicholl, Punch & Mary Anderson, Charlie Howell, George & Dawn Walker, Tom Campbell. Brian & Cathy Purdie, Logan Cockburn, Ross Hosie, Dawn Cooksley, Heather Hodgetts, Earl Woodmass, Graham Taylor, Barrie Allen, Mel Carruthers, Paul Lammass, Cathy & Maurice Bromley, Bev Halberg, Lynne de La Haye, Mike Phillips, Trevor Headifen, Jim Taylor, **Wairarapa** - Trish & Ken Burgiss, John Littleworth, Paul Morgan, Margaret Stevens. Eileen Rzoska, Lydie Greig, Will Hamilton, Marie Coughlin, George Walker, Kay Bowie, Ian Rayner, Anne Johnson, Hany Shackleton, Brian Allen,

Wellington -Peter Morgan. Maurie Wylie, Bob Lees, Charlie Clouston, Arthur Pearce, Wally Gould. Ray Young, Riki Keenan, Hans Audier, Ken Miers, Stewart & Edith Hoy, Weyman & Jan Ballantyne, Bany Thomson, Denzil Hague, Don Renata, Jan Crosland, Jean Malley, Yvonne & Terry Clapham, Allison Merwood, Derek Wheeler, Ngaire Hughson,

Marlborough -Fred Evans, Margaret Morton, Bill & Anita Neal, Phillis Dingwall, Trevor & Leah Lawrence, Ivan Dolan, Jack Kent. Robin & Lorraine Harris, George & Ina Cawte, Jack Ball, Don Quirk, Betty Marshall, Jack Morrow, Stuart Cross, Ron Gardner, Betty Saunders, Jeff Buzan, Coral Black, Judy Boyce, Graham Gibson, Merv Wood,

Nelson I Tasman - Paul Dolman, Gwen Bartlett, Neville Kay, Tiny & Lesley Hill. Snow & June Eggars. Bmce Ferguson, Grant Marshall, John Harrison, Fred Stade. Joan Bruning, Cliff & Lyn Taylor, Rinny & Peter Gordon,

West Coast - Dom & Cath O'Sullivan, Ray & Ellen Chandler, Russell & Kay Campbell, Jim Wilkinson, Diana Gilchrist.

Canterbury - Warren Gardner, Colin Ritchie, Ian Cammock, George Wilson, Bob Smith, Stewart Paterson, Bmce McDermott, Gus Walker, Norm Catlow, Ross Hollowbon, Bob & Helen Simpson, Bill Buckland, Peter Van Gelder, Ailsa Varcoe, Christine Bradshaw, Cynthia Paterson, Dave Whitlow, Peter Heatherington, Shirley Keen, Joan Averis, Bernie Caldwell, Rae Stempa, Mike Gee, Raewyn Grey,

South Canterbury - Ron & Livena Hart, Stanton & Christine Lovatt, John & Veronica Harniess, Phil & Anne Downing. Henk & Cony Koudys, Jenny & Rex Baucke, Alex & Shirley Weaver, Ron & Margaret

Harris, Don Veitch, Ron Holman, Dorothy Annear, Anne Davis, Garth Harraway, Marjory & Tony Johns, Shona Hancock, Henry Smith, Karina McCauley, John Meyer,



*A line up of early South Canterbury Area Reps.
From left: Ron & Levinia Hart, Christine & Stanion Lovatt, Bill Elliott, John & Veronica Hurniess, Ann & Phil Downing, Jennifer & Rex Baucke*

Twizel (until 1987) - Bill Elliott, Garry Maddock, Dot & Vem Wilkinson. Beau Tanoa, Spike Bmce, Carol & Andrew Strang,
Otago - Ray Keen, Robin Taylor, Ian & Myra Corbishley, John & Margaret Spain, Rex & Val Joyce, Ray & Mary Adams. Bmce & Heather Stanger, Colin & Dianne Henderson, Ron & Marge Wing, Don & Val Leslie, Neville & Anne Shilcock. Gavin & Glenys Mead, Lloyd Agnew & Sadie Jefferies, Bmce & Brenda Hayward, Chris & Bernie Aitken, Norma & Trevor Taylor, Sharon & Mike Gorman, Gavin Tarbotton, Neil Kennedy & Sally Grant,

Clutha Valley - Anna Marie Mitchell, Don & Frances Newton, Ian & Anna Clarke, Russ & Pearl McDonald. Alan Kerwin. Peter Forsyth, Doug Patterson. Rose & Stewart McDonald, Pay Spittle, Noeleen Johnston, Jessie McKenna, Jack Sheehan. Gordon Murdock,

Southland - Jack & Marg Ball, Keith Darragh, Greg & Gaye Ronald. Rick Trethaway, Peter Blyth, Isabel & Jock Patterson, Sid Dyer, Ivan Sell, Peter & Susan McIntosh, Laura & Gordon Humffreys, Jim Jefcoate, Robert Boud, Frank & Lois Bone, Jack Sheehan, Roger Cotterell, Doug Ridder, Crystal Heslip, Warwick Bmce.

All the rallies throughout the year are a chance to get away from work or town, and be with people and relax because we choose to... not because we have to, all of which help to build a strong sense of fellowship which really comes to the fore at Easter. Oh, now these are GREAT occasions!! Departing From the Easter rallies are heard calls of "See you next Easter" from people From one end of New Zealand to the other. Moments of great hilarity are shared, we have such an assortment of Humourous members among us who delight in stunning us with their wit, and those quieter people who's presence is a balm. Children gambolling about Freely, unabashed by adults, dancing to music that has declared war on eardmms and working up monstrous appetites! Discussion groups that are so helpful and informative to all who take the opportunity of going over to join in.

The main rally and A.G.M. is held at Easter because of the four day week-end, but this tradition had not been established when the first NZM.C.A. rally was organised at Opoutama on the Mahia Peninsula - 4th and 5th January 1958.

Only four members turned up with their vans but with the addition of one already in the camp, and one turned up on the last day (neither



The first Rally at Opoutama.

knowing the association existed) the grand total of six. One member No 20 Mac Magill, came From Putaruru to this rally.

At Easter Rallies, the significance of Easter in the Christian world is not forgotten, and an undenominational Church Service is always held on the Sunday. The Church services, are a must for many, as Easter is a religious occasion throughout the Christian world, thus we have our own service, a sharing and joining of faith that is observed



1958 Clifton Easter Rally.

by all who wish to, not an appraisal of any one creed, but a gathering of sincere people giving thanks.

The second Birthday Rally in 1958 was at Clifton near Hastings and was the first Easter rally and A.G.M.. Ted Kelly put on an excellent magician's show at night between two caravans, and a rope swinging act the next day.

The first South Island Rally was held near Christchurch on 15th February 1959. Andy Anderson invited the Minister of Transport so that heavy traffic fees and registration could be discussed, but this story is told in a separate chapter. One North Island member offered to pay the fares for Andy and Gladys to go down, as they were unable to afford it (or the days off work) at the time. The offer was accepted and greatly appreciated both by the recipients, and the South Island members who were very happy to have the "founders" in their midst. It was quite a historic rally really.

The Third Birthday and A.G.M. in 1959 was attended by fourteen vans during an Easter Rally at Taupo. Several members went boating on the lake and got stuck on a submerged rock at this rally, and Dawn Person and Bany Crabbe (who had been introduced by Gladys and Andy in 1958) were engaged.

The fourth A.G.M. and Easter rally was held in Tauranga in 1960. This became a combined Caravan Club Rally and the NZMCA. staged a photographers model contest with an unlikely list of candidates. It was ably won by Hany Florey as "Sirbrina".

In 1961 the Fifth A.G.M. and Easter Rally was held in Gisborne. Attempts were made at Water-skiing behind Andy's boat, but when the weather turned bad, the planned barbecue and bonfire finished up in Anderson's kitchen (not the bonfire).

The sixth was at Okawa Bay, Lake Rotoiti. Bert Polglase hung his outboard motor on the back bumper of "Gadabout" and a non N.Z.M.C.A. child who was looking around at the array of movans remarked. "This one's amphibious".

The Seventh was again at Lake Rotoiti and at this one, Ron Clow found out, when he tried to get into his pyjamas and "apple-pied bed". that it doesn't pay to play tricks on young N.Z.M.C.A. Lassies.

The Eighth in 1964 was at Ohope Beach and here Granny Treve and Tommy Price were presented with a token for their Golden Wedding.

The Ninth was again at Ohope and on this occasion Bmce and Ralda Green rashly mentioned their Wedding Anniversary. A ceremony was duly arranged the next day and "Parson" Polglase tied the Knot with a piece of rope. The wedding presents didn't quite come up to the optimistic list on their windscreen, i.e. Colour TV, new car, etc.

The Tenth Anniversary Rally of the N.Z.M.C.A. was held at Moturere Bay, Taupo in 1966. Gladys made a 2 decker cake in the



The AGM at Taupo Easter Rally in 1966.

caravan and it was cut during the celebrations by Gladys Anderson and Ralda Green. (The wives of the Founder and the President).

The Eleventh was at Makatu (Little Waihi) with 48 vans. Here Mavis Parsons tripped and fell into a rubbish tin, and at the Mock Court Harry Parsons was charged with "careless disposal of rubbish". The



The First Otago-Southland Rally at Millers Flat Easter 1967.

South Island held their 1967 rally in April at Millars Flat near Roxburgh with eight members.

1968 was the Twelfth Easter Rally and A.G.M., and this was held at Ohope Beach once more and here it was that some English Visitors, Doll and Dick Blakesway, presented the mileage Trophy to the



1968 Rally at Pounawea.

NZM.C.A. The Lower South Island Easter Rally with eight vans was held at Miers Flat once more..

The Thirteenth was at Loafers Paradise Taupo in 1969. Viv Mason found out what it felt like to be on the towing end of a tow rope by hauling Stanton and Christine Lovatt over the last few miles to the rally "Trouble-shooters" descended on "Blunderbus " and the need for a new motor diagnosed. This was supplied by Bill Cole from Raetahi (who owned the car wrecking firm called 'Smash Palace' which many years later featured in the NZ film of the same name) and swapped over during the week-end with the help of many members. The Andersons attended this rally in a boat and were nearly launched into Lake Taupo in the wee small hours. Something was bound to happen to someone at the 13th Easter Rally I suppose. Fourteen vans from

A151 29/1 FT GISBORNE 11 52A =	
J H SPAIN	
44 ALBANY ST DUNEDIN =	
Recd By <i>H/12/37</i>	<i>Telephoned</i>
INLAND TELEGRAM	
Tel. 147 19275 - D	
COME AND SEE US ON YOUR TRIP GOOD PARKING WATER AND POWER	
WILL BE HOME AFTER JAN 11TH NZMCA NO 11 =	
8 STANLEY ST	
MOFFET 4	
Sent <i>12-14-69</i>	Serial No.
<i>Telephoned 83</i>	Checked
By	

Typical of the friendship in the club was a telegram sent from one member to another after reading of an up coming mp, even though they only knew of each other through the printed Bulletins.

Christchurch to Invercargill attended the South Island Easter Rally, which was held at Hampden near Oamaru.

1970 saw South Island members collect together at Oamaru & North Island members at Auto Park Taupo for the 14th Easter Rally, Ron Clow had found a 6 acre section on the slopes above Taupo, which he thought the club should invest in for a permanent Rally site, so he took Colin Archer and Eycke Zimmermann to see it. The three of them got lost in the high scrub and blackberry and Elaine Zimmermann and the Land Agent nearly had a police search party out looking for them as darkness was descending rapidly. At the same Rally - Peter Morgan the "Hanging Judge" was found to be in "contempt of court " and he, and Secretary, Stanton Lovatt, were mobbed by the children

and dumped into the camp swimming pool fully clothed. Donations were made at this rally to the Taupo I.H.C. Society.

The fifteenth Easter Rally and A.G.M. was at Bledisloe Park. Maketu. Once more with a very good "turn out" of the movans. The children all enjoyed the concrete tank "pool" the County had provided as an experiment. It was fed by water from a hot spring. The ladies tug-of-war competition started here.



The men's tug of war team at Maketu in 1971. From left Jack Tibbits, (?) Alan Staples, Colin Archer, Norms Browne, Eric Williams & the Northcott Brothers



The ladies tug of war team. Back row, Anne Martin, Marilynn Archer; Shirley Brown. Front row Ralda Green, Leila Tibbits, Beryl Laurie.



1971 Easter Rally at Hampden. (Andy and Gladys were there).

South Island had their Easter get together at Hampden in 1971 and achieved a record for Easter of 23 movans.

By this time it was obvious the Association was becoming too large for facilities in any one camp in the North Island, and Ron Clow's idea of a permanent rally site at Taupo not too far off the mark. It was therefore decided to hire a football ground and facilities, and so the first Ohakune Rally was held in 1972.

The "set up" was well liked by members, as Movans could be parked in a circle around a central area where "everythii happened. Nora Smith will remember **this** rally as she had to be towed in by Ron Bridle, with a rope tied to her front bumper, finally arriving at camp with the bumper held by one bolt only, although Bill Cole effected repairs. South Islanders met again at Hampden for Easter 1972.

In 1973 the Seventeenth Easter Rally and A.G.M. was held at Tokoroa using the football ground, hall and facilities. The first Miss NZMCA. was crowned at this rally. As it rained a great deal, **Garth** Phipps (the South Waikato Area Rep and chief rally organiser) was sentenced at the Mock Court to do a Sun Dance. He did this by the glow of headlights and three weeks later his wife Ruth produced a son.

South Islanders held **two** rallies in 1973, one at Alexandra for Otago Southland and one at **Reefton** for the more Northerly members.

For the Eighteenth Rally it was back to Ohakune, and the Mayor opened this "Friendship Rally." The program had been organised by

the Wellington area and featured a Dad's Army troupe which marched around the grounds and through the town followed by the Air Raid Warden on a bike. There were two South Island rallies again in 1974 - one at Clyde and one at Picton where the first Junior Miss N.Z.M.C.A. for the South Island was crowned.

The Nineteenth Rally in 1975 was held at Tokoroa once more and is remembered mainly for the beautiful bunny gids who were "hired" by the Auckland Area Committee, to preside over a wine and cheese evening. Vic Old's excellent magicians act was another memorable feature of this bumper rally.

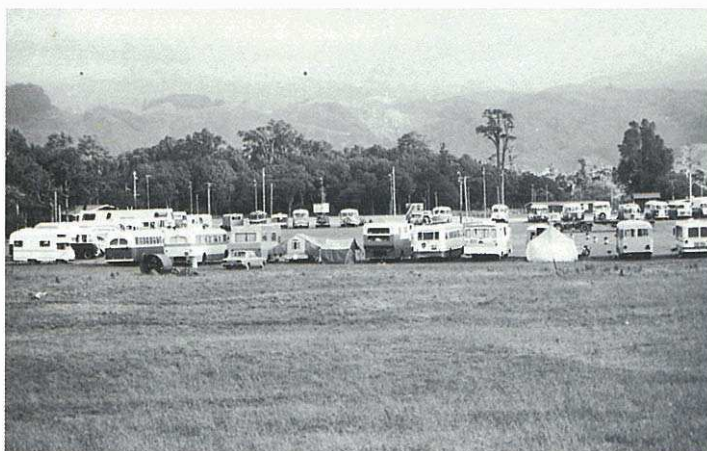
The South Island chose Clyde for their Easter Rally this year and also had an excellent turn out with 22 movans

Then came the Twentieth Easter Rally in 1976, which, because of the rise in fuel prices became two rallies, (three counting the South Island rally at Clyde.) One at Scoutlands - Wanganui, for the Wellington, Taranaki and Hawkes Bay areas, and the A.G.M. at Whangateau, North of Auckland for the Auckland, Northland and Waikato members. There was a record turnout of movans to both rallies. Whangateau had an enviable "set up" with its harbour, football field, hall and Motor Camp. The tide came up so high one night some of the vans had to be moved from the foreshore. Three Wellington members attended the A.G.M. on the Sunday and reported on the rally at Wanganui. The "Hanging Judge" Peter Morgan and wife Margaret from Upper Hutt also attended (complete with tent) but had trouble



1976 Easter Rally at Whangateau.

making a fast "get away" after the Mock Court. It's difficult to drive a car when it's up on blocks.





Paddy McLean from Akatarawa challenging the Official party at the opening of the 21st Celebration Rally in 1977.

In January 1977 to celebrate 21 years, after 12 months planning, the largest and longest rally the Association had ever attempted was held at Trentham Memorial Park Showgrounds over a ten day period.

The opening ceremony commenced with a Maori welcome for the official party, which was accepted by John Spain (Vice President). After Colin Archer (President) welcomed every body, Lance Cross the Chairman of Recreation and Sport gave a speech, then Andy Anderson (No 1) officially opened the Rally. Andy and his wife Gladys then cut the 21st Birthday cake. The cake which was approximately 3 ft long in the shape of the Association wings had been baked and iced by John and Margaret Spain who had travelled up from Dunedin. The flag



The 21st celebration cake.

raising ceremony in mid field then took place, including the release of a large number of pigeons, and the teenagers catered afternoon tea for the official **party** plus past Executive Members etc.

Later that evening an opening night dance was held where everybody danced, sang or quenched their thirst to the music of John Steed with his guitar. A major surprise came at 10pm when the President announced that three ladies were to be made life members. They were: Gladys Anderson, **Ralda** Green and **Bella** Banks, who each



Secretary Jack Brown (Brownie) at the 21st.



Hawkes Bay members at the 21st.

had their badges presented to them. From then on the spouses were always included as part of a Life Membership presentation to recognise their involvement.

The rally, which was filled with area sponsored fun days and nights, included organised bus trips and talent quests etc. The rally which had 115 vans attending from all over New Zealand was closed by our then Patron, Mr Harold Smedley, the British High Commissioner with the flag lowering, singing of 'Now is the hour' and thanks to a Wellington committee for a job well done.

The 21st Rally, being held over such a lengthy period probably contributed more to the strength of the Association than any other, with enduring friendships all over New Zealand between distant members and areas that continue so many years later.

The twenty first Easter Rally in 1977 was held at Miranda with 67 Vans. New President Jack Brown presented the retiring President Colin Archer and his wife Marilyn with Life Memberships. It was at this rally that members were encouraged to send in their Christian names to make the next membership list friendlier, and annual subscriptions were increased to ten dollars per family. In June the Executive decided that voting on remits at advertised Easter Rallies in other areas of New Zealand would be counted in with the AGM. votes. The Southern members were to meet at Lowburn Motor Camp where 22 movans



NZMCA Patron, The British High Commissioner Mr Harold Smedley with Secretary Jack Brown and Vice President John Spain at the 21st closing ceremony.

attended including Life members Alf & Bella Banks from Oamaru, and Maurice & Jean Wylie from Trentham.

Hawera was the venue for the 1978 AGM Easter Rally with 126 vans attending, including the Ogles who travelled all the way from Moerewa. It was here that authority was given to the Executive committee to raise the subs up to 25% annually. Marlborough had fifteen vans from Nelson to Timaru at their rally at Kaikoura and the



Wellington members at the 1978 Hawera Easter Rally.



Familiar faces at Hawera.

lower South assembled at Potters Gorge where a hilarious rock and roll Saturday evening was held in the hired marquee.

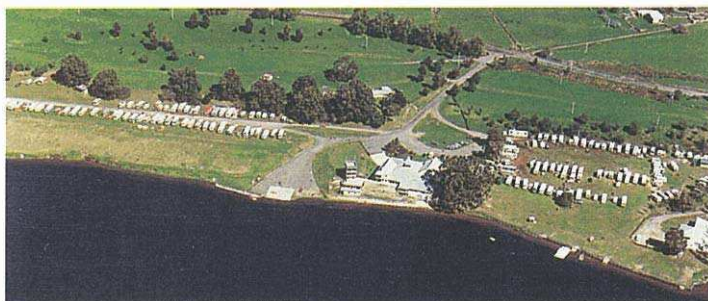
1979 Easter Rally had 109 families at Mount Maunganui with Les Penniall last years Secretary becoming President. Many members entered the spirit of the 'Back to Childhood' on Saturday evening, and Peter Morgan's Mock Court was the perfect round off to a perfect weekend. Marlborough combined with Nelson and held their rally at



1979 Mt Maunganui Easter Rally.

trophy was won by Ron & Marge Wing with 3665 km, a great effort. The Rally Fee was set at one dollar per van each night.

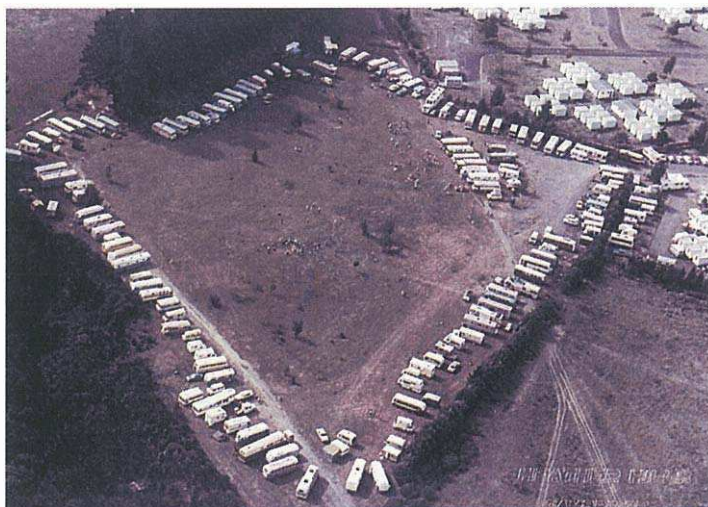
1982 Easter Rally was held at Lake Karapiro Domain, remembered for the fierce storm during the weekend which didn't stop members having a great weekend. The radio station organised by the Chairman Derek Cleland was a first for the Assn, and a real success. Lower North



1982 Lake Karapiro Easter Rally.

Island met at Scoutlands while South Islanders met at Puketa and at Wedderburn.

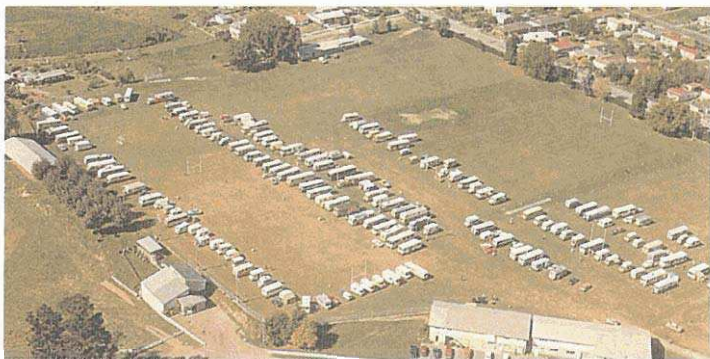
The 27th Easter Rally in 1983 was successfully organised by members who at the time were living in their vans full time from many parts of New Zealand. It was held with 174 families at the Turangi



1983 Turangi Easter Rally.

Holiday Park. The AGM voted to increase the subscription to \$31, The Upper North Island met at Pahi with 16 vans, and the South Island at Wedderburn with 24 vans including the founders, Andy & Gladys Anderson.

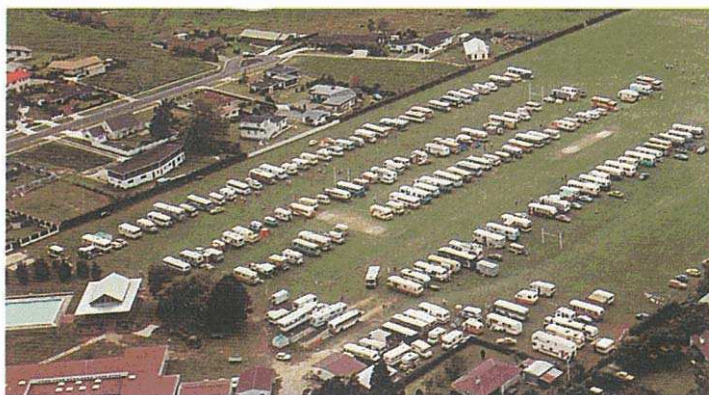
Te Awamutu had 156 vehicles at the 1984 Easter Rally in wonderful weather where Peter the Hanging Judge was apprehended by the local boys in blue. 42 Vans attended the South Island Rally at Awamoko, 30km inland from Oamaru where the flag was raised at the



1984 Te Awamutu Easter Rally.

start by Margaret Spain, the retiring Vice President, and lowered at the closing by the incoming Vice President, Ian Corbishley.

1985 Easter was held at Te Aroha college grounds with 173 vans where a discussion paper on the Association's future direction was



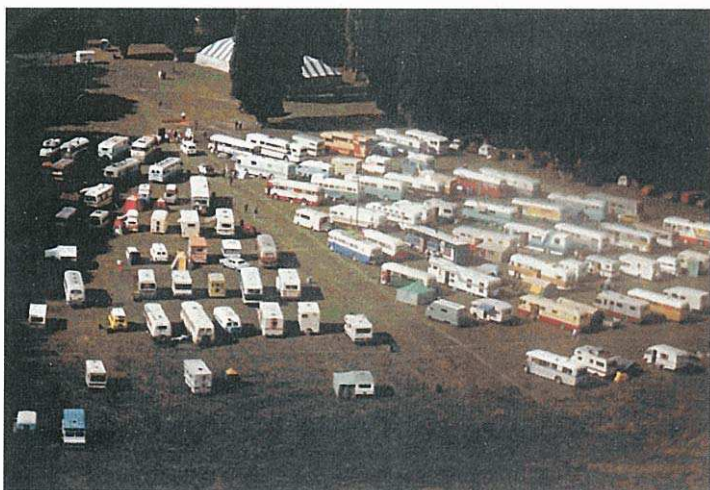
1985 Te Aroha Easter Rally.



Andy & Gladys at Orari.

handed out to all who were interested. South Island had their Rally at Orari Domain with 60 vans where the Founders were present.

The 30th Easter Rally held at Belmont Hawkes Bay in 1986 was named the 'Back to Basics' Rally as it was held in a paddock with a marquee. Toilets were hired and the attractions included helicopter rides. Phil Simmonds, the Chairman broke his leg on the Saturday, but



*Photo 206
1986 Belmont Easter Rally.*



The 30th Anniversary cake



The 21 gun salute with all the young members at 1986 Belmont Easter:



The 'Lifeboat Crews' at Belmont.



Phil Simmonds directing regardless.

continued on in plaster regardless. South Islanders had their rally at Winchester where Myra and her Marvellous Models performed.

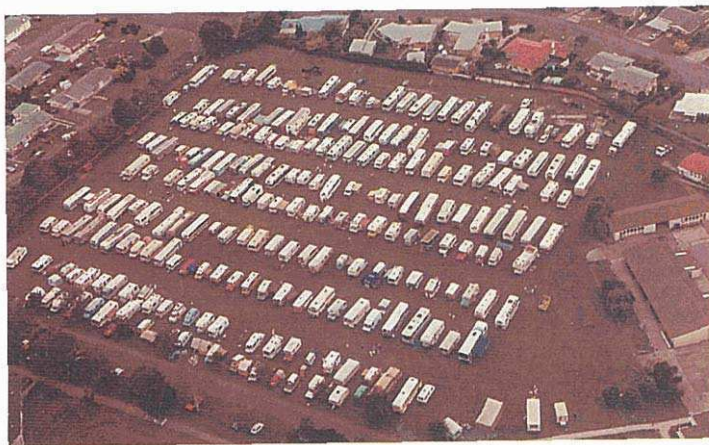
1987 Easter Rally was held at the Country Music Hall of Fame at Wairakei with 212 families present, welcomed by the Mayoress of Taupo, Joan Williamson in wonderful weather. 43 vans were in



1987 Taupo Easter Rally.

attendance at Morven in the South where the members were well entertained during the days and evenings.

Tauranga Intermediate School was the venue for the 1988 Easter Rally. The Saturday night dance had a Hawaiian Theme and the Sunday night concert was won by Gwen Elliot with her recitation 'Growing Old'. Glentunnel was the venue for the South Island Easter



1988 Tauranga Easter Rally.



1989 Taumarunui Easter Rally.

Rally with 64 vans attending where the President Garry McNicholl arrived from the North and chaired the Saturday meeting.

1989 Easter Rally at Taumarunui had 189 vans on site. A visit to the local Elderly Peoples home with four clowns and a supply of Easter eggs was much appreciated and the impact we had on the town was terrific publicity for our club. Awamoko was the Easter Rally venue for the South Island with evening dance disco. Sunday presentations, barbecue 'Ala Otago', Scottish dancing and piping in the haggis. The Aerial photo was taken by Christine Iovatt in a microlite.

Ruakaka Racecourse just south of Whangarei was the 43rd Easter Rally in 1990 which was attended by 207 vans. Easter Bunny, Cookie



Waikato Easter Rally Committee at Taumarunui.



A Taumarunui Concert item.

Bear, the Clown, the pony and cart and the pipers: not only had the children out of bed and the cats on the run, but also the adults (Including players from the night before) out in various attire. Galloway near Alexandra was the 77 van Rally organised by the Southlanders and their motto for the weekend was 'We did it our way'. They had an old time dance as the theme was 1840 on.

New Plymouth saw 240 vans assembled at Francis Douglas College in Easter 1991 where the rally was opened by Mayor David Lean who welcomed everybody and spoke on the 150 year celebrations being



1989 South Island Easter Rally at Awamoko.



1990 Ruakaka Easter Rally.



Brian Ogle and Bob Organ with the Easter Bunny at Ruakaka.

held in the City. The Chariot Race on Saturday, the Concert on Sunday night, and the water fight on Monday were some of the Highlights of the Weekend. The South Island met at Woodbury and 90 families had a fantastic time with Murray Findlay from Invercargill winning the



1991 New Plymouth Easter Rally.



Ancient Rome was the Theme.



Hanging Judge Victim, Tom Jones from Southland at Woodbury Easter Rally.

Walker Annual Distance Trophy. Thirty nine North Islanders were presented with a Visitors Naturalisation Certificate.

1992 Easter Rally at Mosgiel over the hill from Dunedin was the first National AGM to be held in the South Island where there were Fabulous costumes at the Barn dance and a very moving hymn at the Church service accompanied by the bagpipes. There was an amazing radio hook up between Mosgiel and Cambridge, which was the venue

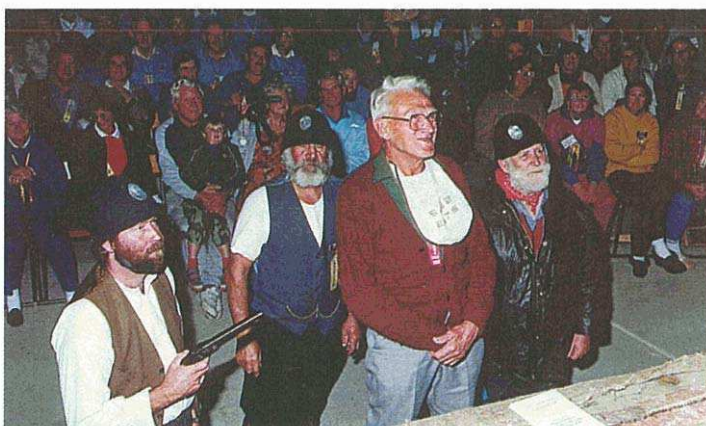


1992 Mosgiel Easter Rally.

for the North Islanders alternative Rally. Here the ladies demonstrated their lawn mowing skills in the Driving Competition, a demonstration by the Morrinsville Rock and Roll Dancers provided some fine



Otago members at Mosgiel Easter Rally.



Ross Hollobon facing the Hanging Judge.

entertainment, and the Hanging Judge was arrested by the Cambridge Police for impersonating a 'High Court Judge'.

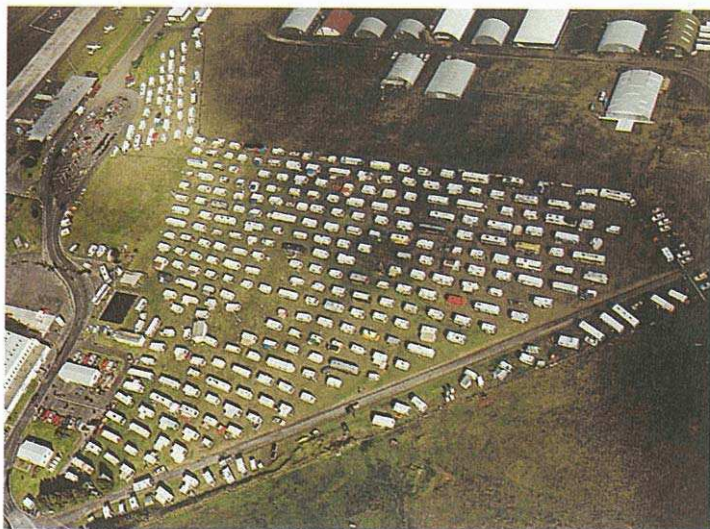
Mt Maunganui had 349 vans attending the 1993 Easter and AGM Rally. The Saturday night dance had many dancers attired in a variety of aeronautical garb in keeping with the Air Force theme of the evening. A great deal of work went into the running of the rally which included Fishing, shopping and hot pool trips and flights in microlights,



Judges Parade at Mosgiel Easter Rally.

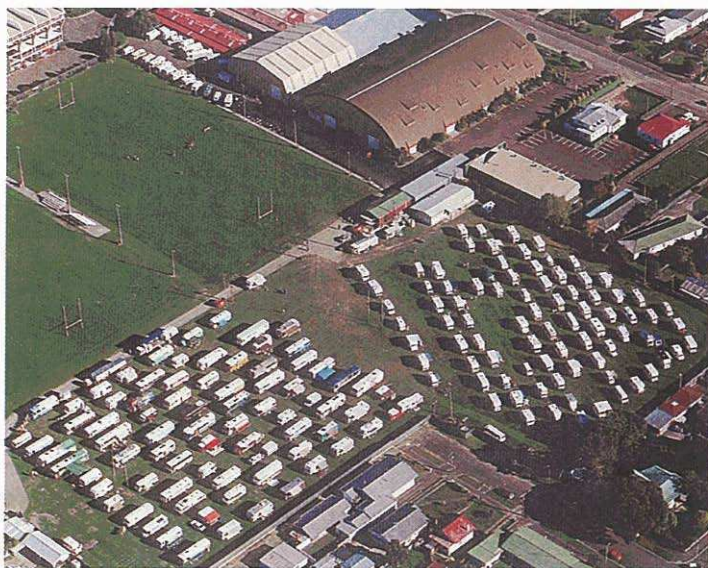
gliders and a Harvard. The South Island Easter Rally was held at Dunsandel with 67 vans present. The Sports Domain proved to be an excellent venue with tennis courts, swimming pool and bowling green for members. Saturday night was a Gypsy theme with many dressing up and joining in.

1994 Easter Rally was Held at Kumeu, 25km west of Auckland had 180 vans by Thursday mid afternoon and where the Family Fun Night on Friday evening had a 'Party-Time Karaoke' and the 'Fancy



1993 Mt Maunganui Easter Rally.

Legs Competition'. The theme for Saturday evening was a 'Wild West Night'. The 92 van Alternative Easter Rally in the South Island was at the Broadgreen Intermediate School in the Centre of Stoke, which was



1995 Palmerston North Easter Rally.

opened by the Mayor of Nelson, with the Friday night theme being 'Schooldaze'. and a wine and cheese on the Saturday night.

Palmerston North Showgrounds was the venue in 1995 where 223 vans gathered for the 39th Easter Rally. 600 visitors accepted the invitation to attend and went away with an appreciation of our Friendly club. Saturday saw an enthusiastic Top Team Sports afternoon of 12 teams all having a great time. The Spanish Fiesta theme Saturday night was evident by the hall decor and colourful Spanish ladies and gents dancing to a great band. Fiesta Flamenca group gave items of authentic Spanish dances. The Church service was conducted complete with a brass band and many members attended. Palmerston in Otago at the High School was the South Islanders venue for their Easter Rally. The Friday evening was livened up when the school burglar alarm went off. The Saturday evening's entertainment was a dance with a



Otago Southland members at Palmerston Easter Rally.



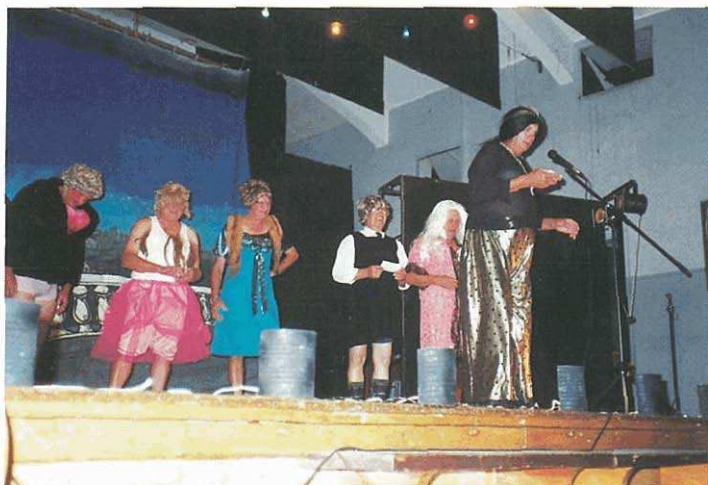
Piping in the Haggis at Palmerston.

Meeting on the Sunday as had been the custom since the formation of the Association, it would be better to get the formalities and politics dispensed with earlier in the weekend. They asked for and had the permission of the Executive to hold it on the Friday. This change was popular and so the AGM has been held on the Friday at Easter Rallies since. The theme for the weekend was 'Musical Madness,' and Saturday night was just that. The evening went with a zip right from the beginning to the music of the 'Hillites'. Members dressed up representing a song. Some great costumes -Buttons and Bows, a Dust man, a Lemon Tree and the Nun's Chorus to name a few. Sunday night members witnessed musical entertainment of the highest calibre. 'Les Cabaret' which was magnificently produced. Now that it had been established that every third AGM Rally would be held in the South Island and that there would no longer be official alternative rallies, Areas started organising their own local rallies, for those unable to attend the national rally. That year Auckland Area was to combine with Counties to have an Easter weekend with 83 vans at the Waiuku Rugby Football Grounds. Saturday night was the dance night with Gerry Merito as the musician and the dance floor was rather busy and many stories told.

NZ Bloodstock at Karaka, South of Auckland was the venue for the 1998 Easter Rally and AGM. Warren Kyd. MP for Hunua welcomed



1997 Hillmorton High Easter Rally.



Ladies of the night.

the 340 families to the Area. Friday night's main attraction was the Fawltly Towers night at the Papakura RSA which kept all laughing. Saturday was the Galloping Nags Night with all those dressed for the occasion parading around the ring for the Judge with a lot of effort going into the costumes. The Galloping Jazzman provided music for the night. Sunday night in the Auditorium was a night to remember,



1998 Karaka Easter Rally.



Areas marching at Karaka Easter Rally.

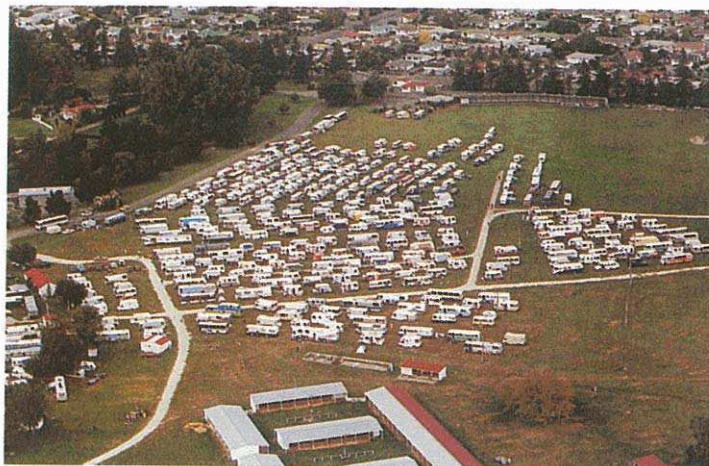


Master of the Hunt at Karaka.

starting with the 'Barn Stormers' Pipe band, and the always popular 'Hanging Judge' kept everyone entertained.

1999 had the Heavyweights organising the Medieval Madness Easter Rally and AGM at Hastings. The Rally was opened by Bruce & Ralda Green, who had attended every Easter Rally since the Association's formation. Friday night's 'In the Bag' sponsored by RV Wholesale was an outstanding success with prizes galore. The 'Sir Dance a lot' Saturday evening with 'Bak kak' providing music and the costumes had to be seen to be believed, with a reluctance for members

to leave the hall even after the band packed up. Sunday was 'Open Day' and had thousands of visitors with a gold coin entrance fee going to a local charity. Sunday night saw a variety of Area Items, which were well thought out and presented, with the winner being Counties giving a requiem on *Karaka*. Monday morning had the grand Parade with members dressed in their medieval costumes escorting the witch



1999 Hastings Easter Rally.

to the stake to be burnt. The final tally of vans for the weekend was 426.

The 44th National Easter Rally and AGM was held in 2000 at Blenheim in Marlborough. At the official opening on Friday, the Mayor, Gerald Hope entertained with his tales of travelling overseas in a **small** motorhome. After the opening, three trees were planted in the school ground. The Cabaret in the evening with entertainers 'Baross Country' was a huge success. Saturday saw bus loads set off on a tour of Blenheim's vineyards, olive groves, and an animal life sanctuary. The Saturday night dance theme was 'The Millennium and Beyond' with the winners being the Space Gypsies. The Easter Bonnet parade on Sunday had Kelsie Chapman winning the Childrens Section and the Adult section prize going to Ralda Green. The variety concert on Sunday evening was a night to remember with country music, dance groups and skits. John Galloway the compere was an entertainer in his own right. It was a lovely sight to see so many smiling faces at the end



2000 Blenheim Easter Rally.

of the evening. Derek and Rachel Cleland won the Blakesway Trophy and John and Margaret Spain won the walker Trophy.

538 vans attended the 2001 Easter Rally at Te Teko, which went under the theme of 'Just Country'. Friday had the rally opened by the Whakatane Mayor, Colin Hammond who told of the many local sights and delights. Friday evening had a Family Concert which had rave revues of the performers 'OFF Broadway'. Saturday evening had had the 'Just Country' theme dance with 'Joe Mita and the All Stars' entertaining. What a night with the dance floor being a bit small. The overall winner was a hay stack complete with it's very own needle. Sunday had the Church service conducted by Stephen Tyrrel and the music by Harry Brasser. In the evening was showtime with spectacular



Te Teko Photo on the 2001 calender:

entertainment by Debbie Dorday and the Red Hot Mamas. The Blakesway Trophy for the year was won by Wayne and Ruth Francis.

Wellington Area hosted the 2002 'Skool Dayz' Easter Rally and AGM which was held at the St Patricks College, Silverstream, Upper Hutt. The procession of Area Banners being marched in to the opening was impressive with members determined to ensure 'their' banner received the loudest applause. All seemed to succeed. The hall was packed for the Friday evening entertainment featuring 'The Kapiti Coasters' with their musical revue of Rogers & Hammerstein compositions. Saturday night had everybody getting on their glad rags For the Prom Ball. The Ball Frocks and Tuxedos were stunning. Members with club numbers under 1000 had been individually invited to 'be presented' at the Ball. Those in attendance were introduced and presented with a bouquet containing a duck as 'dux' of our skool dayz. Sunday morning members gathered for a wonderful Church Service run by the Salvation Army, with thanks to Judith Hoy for the reading. The House Skit Vaudeville Show was held in the evening and the audience was entertained with talented skits from each Skool House, after which the Manawhenua Band struck up until bedtime. Monday had the pipers leading the banners to the flag pole outside where everyone joined in the singing of Auld Lang Syne.

2003 Easter Rally was organised by the Southland and Clutha Valley Areas and held at the Gore A & P Showgrounds with 608 vans attending. Friday evening had the local Country and Western folk



Lining up for the Rally at Wellington.



The Wellington Easter Rally Committee.

putting on an amazing concert to a packed hall. Because of the size of the venue, shuttle buses were run around the rally site to save the members legs over the weekend. Saturday night a good old-fashioned country-dance was held with many turning up in fancy dress. Sunday there were craft and trade displays and the site was opened up to the public. There were helicopter rides for a modest fee. That night another



2003 Gore Easter Rally.



Organising Southland Swedes for the Gore Rally.

concert played to a packed venue. Monday came a little too soon for some and it was time to lower the flag again for another year.

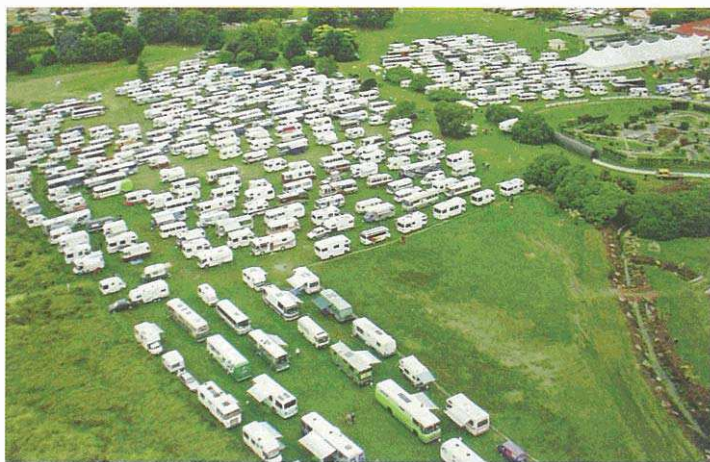
The 434 van Easter Rally at Paeroa Racing Club in 2004 had a large metal-framed marquee complete with non-slip flooring as the main stadium which was very successful and a forerunner for future events. Friday was the official opening with the Deputy Mayor of Paeroa, John Tregigda performing the honours. Alistair Fleming from Counties piped in the Area Banner bearers. That night Mel Davies sang his heart out to a packed house and many had sore feet the next morning from the dancing. "Hi Jinks" were the headline act for Saturday night and their cabaret style proved very popular for those who stayed late, and when Elvis came on, he was well worth waiting for. A number of members set up stalls to sell their wares on Sunday before the local Country and Western Group entertained a full house that evening.

The 2005 venue for the 49th Easter Rally and AGM was the 5th to be held in the South Island and was at held at Caroline Bay, Timaru.



Opening the 2004 Paeroa Easter Rally.


The rally was opened in the huge marquee by Timaru's Mayor, Janie Annear. The AGM which was relatively quiet had the joining fee raised to \$100. Many present took advantage of the rally situated so close to the city to stroll amongst the shops, members being quite prominent with their rally ribbons showing. Pam of the grounds had only recently been sowed with grass, and drizzle during the weekend made it mushy underfoot. It did not appear to dampen the enthusiasm of the members who attended the great entertainment, though shifting some vehicles also provided entertainment, for those watching. The Coutts family from the Far North (Mum, Dad and seven children) in 'Ramblin Shambles' won the Blakesway Trophy for the most distance travelled to rallies between National Rallies. The children were also awarded a large chocolate Easter Bunny donated by a local chocolate making business, which looked too good to eat, although with seven children, it would have been soon well devoured. The South Island Walker Distance Trophy was presented to Bruce & Heather Stanger by Tom and Beth Walker, who had donated it in 1979.



Timaru Rally 2005.

2006 Easter Rally to celebrate the 50yrs of our Association is being held at Wanganui over a seven day period. The number of vans attending are expected to be between 1,000 and 1,500 so a lot of organising is required, with the Executive and volunteers spending considerable time to ensure it's success. Top entertainment has been booked and a brand new motor home is being raffled.

Entertainment at Rallies

 s an Association which caters for the family, children have always been welcome at rallies and time set aside for Races and entertainment put on by and for children. Sometimes a play has been hastily conceived just before presentation to the audience, with many a leading player forgetting lines and actions at the crucial moment! Fancy dresses conjured up from contents of the van, plus balloon races and community singing all have contributed to



Otago members crossing the Clutha River on the Tuapeka Mouth Ferry.

the fun. Early in the Association's history, the sun-deck of "Sheezrite" - (Andy and Gladys Andersons movan) was floodlit, and the programme was opened by "Panda Anderson" - a large sheep-dog pet who was capable of many tricks. The audience sat outside with rugs to keep them warm. This would be followed by the children doing their various acts, and then the slides and films, shown in rotation on a screen mounted on the side of the vehicle. There were generally films for the children and slides and films of previous rallies and caravan trips for the older members.

Since those days, many rallies have been held in venues with halls or cookhouses, which lend themselves more readily to comfortable entertainment. Quite often, dances, singalongs, talent quests, and games for children of all ages have been organised! Mock Courts are always a popular feature - the Hanging Judge (Peter Morgan) enlisting the children's aid in proving the culprit guilty to a variety of trumped up charges. There have been various Hanging Judges over the years, all bring their own individual humour to this very successful and



The Hanging Judge Parade.

The Hanging Judge gets some of his own medicine.



enjoyable form of entertainment. Some Judges which come to mind are **Bill** Elliott, David Corbett, Terry Clapham & Wayne Francis.

Through rallies the children of members form lasting Friendships with others they may only see once a year, and as they grow older



Bob Robertson & his new wife Jan board their van after being married at Wesley Church Dunedin in December 1975. This was a real movanner's wedding with mostly all of Otago members attending.

become members in their own right, with their own movans. Several maniaes have resulted from such meetings.



Easter Monday is a time of excitement for children (old and young) when the Easter Bunny comes around the vans to distribute Easter Eggs.







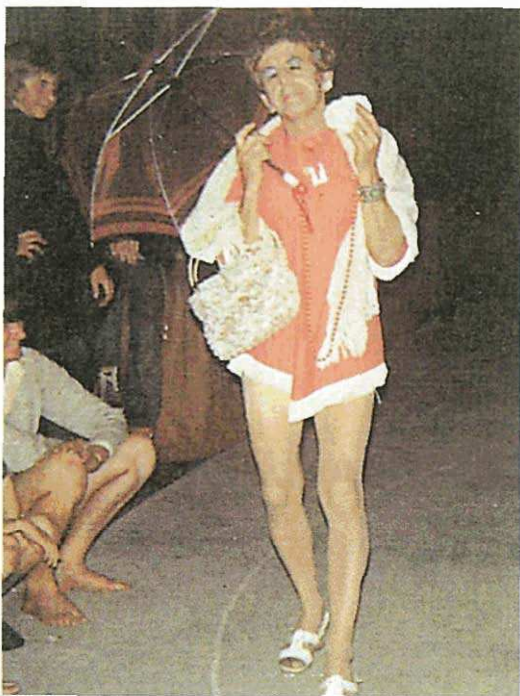
A selection of Santas over the years.



A Waikato Christmas.

Christmas Rallies are a treat for the member's children and grandchildren where many areas organise Father Christmas to arrive with his large bag of presents.

Children are not the only ones however who indulge in entertainment. Men's ballets are always quite hilarious with the men in various costumes plus wigs and makeup lent by obliging wives. What they lack in agility and grace is a minor item, and even though their teachers have them step perfect in rehearsals, memory goes to the winds when the time comes to perform! "Bunny Girls" have been a



A selection of Costumes over the years.



Members at the 2005 Ranfurly 'Art Deco' Rally.

feature of the Auckland and Waikato ladies entertainment and added considerably to the "glamour" of several occasions. Magician's shows put on by clever members are always appreciated also.

While at a rally in any district, members take advantage of the special features of the area and like to enjoy their surroundings to the full. Beaches always mean boating, swimming, fishing and sand castles and other sites included mini golf, trampolines, horse riding, walking and rock hounding as well as sight-seeing. Hot springs are popular for Autumn and Winter rallies. Many times during rallies members have piled into a large motorvan and made an expedition to



A hard hat tour of Marsden Point in 1975.

some point of interest. From Taupo to Wairakei Thermal Power Station was a most interesting guided tour, and similarly from Ruakaka to Marsden Point Power Station.

Dianne Mikkelsen preparing for her parachute jump.



At an Auckland Rally at Parakai in 1989, members went for a boat ride up the river out to the Kaipara Harbour, they also travelled to the nearby private airfield to witness a young blind from birth member experience a tandem parachute jump.

Otago for some years combined an annual rally with a Lions organisation raft race at the Outram River. Members made a raft for the teenagers, and another for the adults, both well equipped with Motor Caravan signage.

From Clive near Napier a trip was taken to Te Awango where tractors and trailers awaited all comers for an exciting trip along the beach, among the breakers to Cape Kidnappers to see the Gannet colony. At one rally held in Wanganui, the Wellington social committee hired a city bus, and took a large number for an afternoon trip around the city to points of interest.

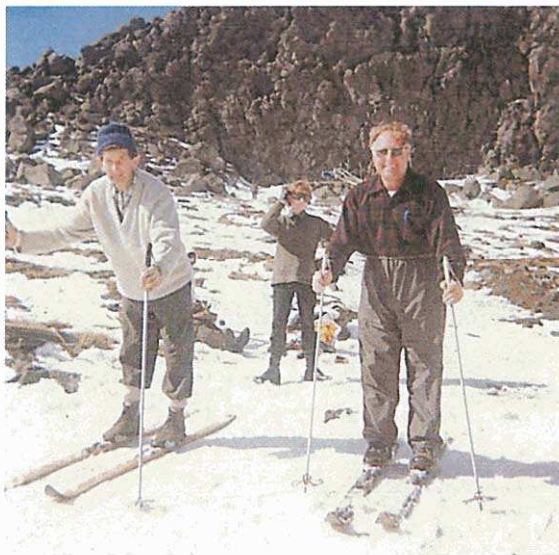


Preparing for their raft race in 1976.

A group at the 1990 Ocean to Alps Rally.



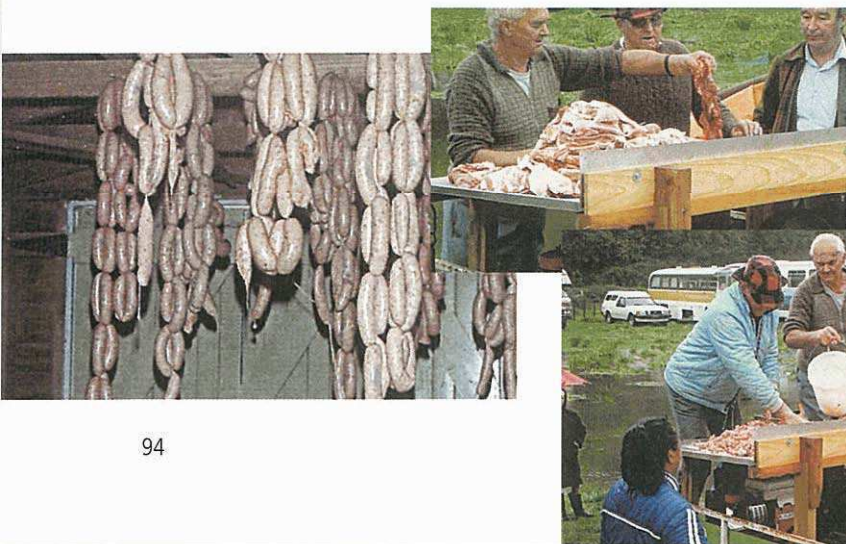
Another Wanganui rally gave members a chance to travel on one of the old tunnel boats up the river to Hipango Park, and at Moeraki a trip was made down the beach to the boulders. A group joined for an



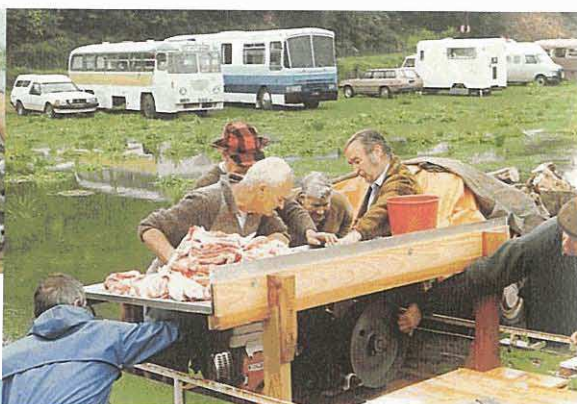
Bill Cole and Peter Morgan at an early Sci Rally.

'Ocean to Alps' rally to arrive at Mt Cook to see the last sun set on New Zealand in 1990 and to welcome in the new year.

Often during a rally, factories have made their premises open for guided **tours** - and again trips to children's play areas and transport **museums** have always been popular.



Making Sausages at the great Waikam Sausage Rally.



*Murray Gilmore
watches over his two
lambs and eight
chickens on a spit at
a 1987 Tomarata
Rally.*

During the August school holidays for many years, Bill and Mavis Cole organised "Snow and Ski" rallies using Ohakune as the base with day trips up Mt Ruapehu. Safety was stressed at these times with no




Members in a Dunedin Procession.

child being allowed to go unless properly clad - an important point where weather on mountains can be very changeable.

All sorts of occasions are used by enthusiastic areas to show the flag and promote the Association, such as public processions where members shine up their vans and put them on show.

Although for many it is a family Association, we also have members whose families have grown up and who have retired. These members make a valuable contribution to rallies as they often arrive early and leave a day or so later to avoid peak traffic periods, and help with the organisation. In earlier years "oldies rallies" were organised at some beauty spot with perhaps indoor bowls and cards as evening entertainment.

Socials

 In the winter when most members are working on their vans making improvements and getting ready for trouble free summer holidays, social evenings are held in halls in the various centres with music supplied by a musician member or by disco or sometimes a hired band. To cover costs a small admission fee is charged, or a raffle is mn. In Northland a hangi supper has become traditional and members usually stay overnight in their vans and travel home on Sunday. Socials are often advertised with a theme Western night, Visa versa, Gatsby, Hawaiian or something similar, and there is no doubt about it, that the ones who "dress up" get the most enjoyment from their night out.



A Bridal dress up in 1996 at Hamilton.



A 1985 Otago rally dress up.



1988 Auckland Ball.

A ball had become a popular annual feature, held in Auckland where the majority of members resided, and was usually timed to coincide with an executive meeting. It was extensively advertised in the Bulletin and attracted members from far and wide. In 1976 as the Vice President was resident in Dunedin, the executive travelled down there for a meeting, followed by a Ball. The Executive have over the years, travelled to many areas for meetings to allow members to meet them and make suggestions for the betterment of the Association. These trips usually being followed by social evenings and an outing next day, whereby local members got to know the others who mn the Association.



Irene Grant, Jack & Shirley Brown and John Grant at the 1976 Dunedin Ball.

Safari Rallies



First Taranaki Safari Rally.

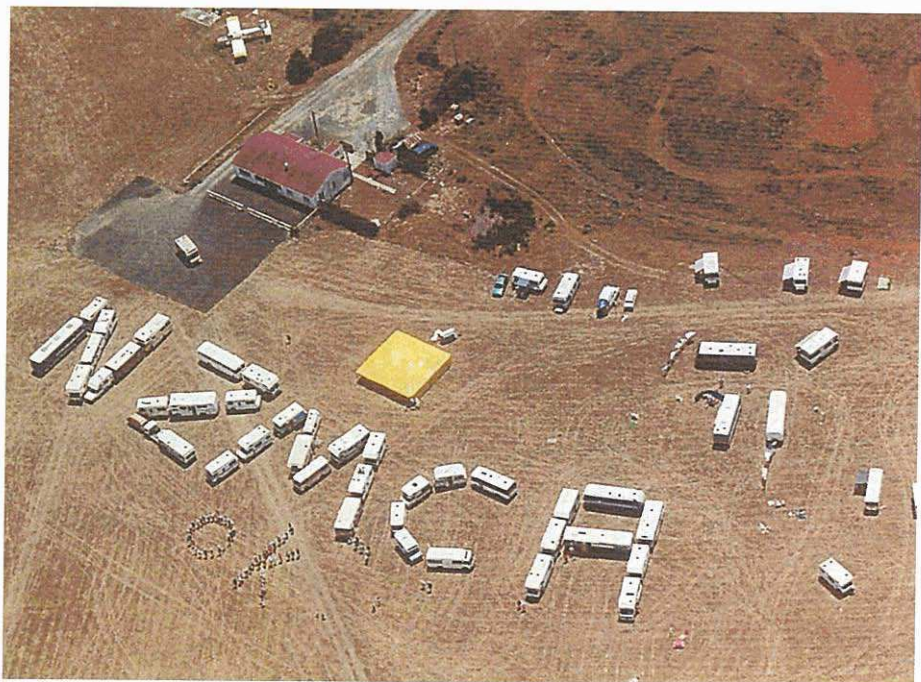


he concept of having a longer rally than just a weekend came to fruition in 1987 when the first Safari Rally was organised by Noel & Audrey Gifford from the Taranaki Area. It started on February 20th in Wellington after approaches were made to several areas, asking them to arrange a Rally for the Safari which was to end at the Easter Rally at Taupo. Thanks to their cooperation, members have been able to travel the length and breadth of New Zealand with great enjoyment.

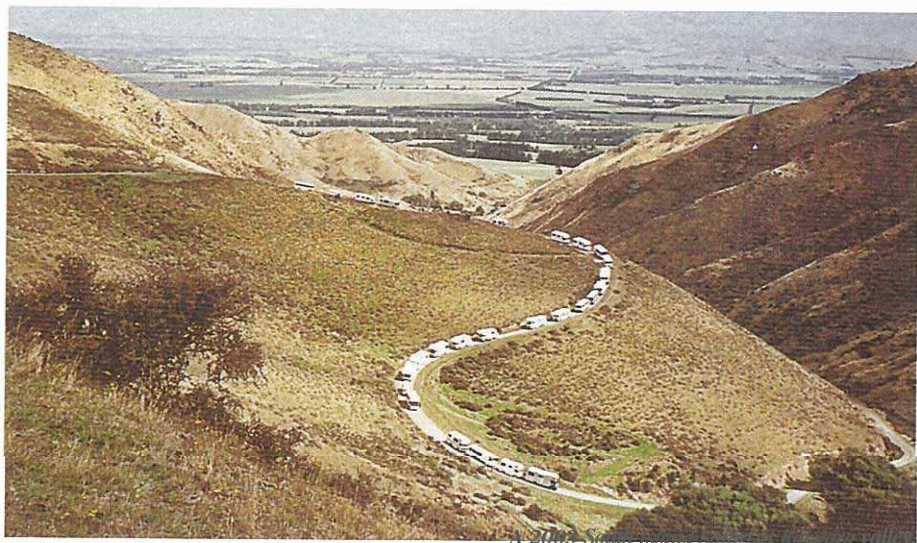
Ron Wing from Otago had outstanding experience travelling around the South Island servicing cinema projectors and sound systems over the years with Kerridge Odeon when every town had a cinema, and was well qualified to organise Safari Rallies in the South Island. This he did with input from Safari Committees and Rally Marshalls who all did a grand job with 43 rallies over four years 1989, 1992, 1994, and 1996.

Ross & Betty Hollobon write.

When the Challenge was made to Ron Wing on a holiday in the North Island, to arrange and lead a Safari around the South Island, it



Safari Rally at the Kaikohe Airport.

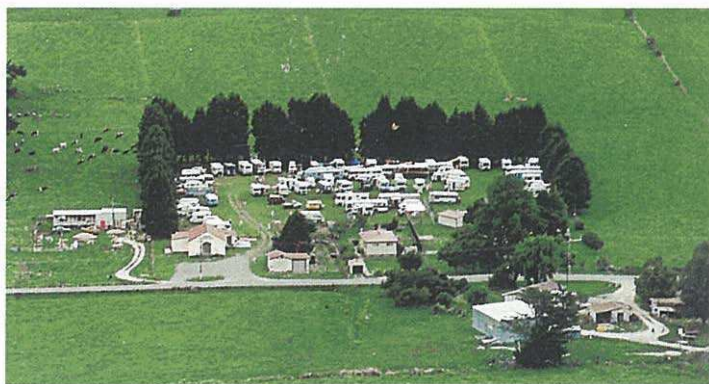


In 2003 Safari Rally in the Kaikohe Valley.



A beach stop at a Northland Safari Rally.

did not fall on deaf ears. After months of careful preparation, the notice was placed in the magazine to gauge the interest. The result was overwhelming. An interesting tour was planned, enlisting Peter Whyte from Auckland to handle the money side of the operation and Ross Hollobon as a handyman. Each stopping place where we would gather at weekends had to be investigated to ensure needs were available and things of interest sussed out. For the first Safari, the provinces were each asked to help with this, but in subsequent rallies, the Rally Marshall did it all. In February 1989 dozens of North Islanders



1989 Safari at Linkwater.

gathered at the first Marlborough stopover in a paddock in Linkwater. It was a tight squeeze but we would learn.

Right from the start Ron had decided that communication was important. He had a sophisticated sound system, and setting it up was usually the first thing he did when arriving at a new site for another enjoyable weekend. The next thing was to reserve places for those in the group who had special needs. There were ones with heart, bladder, emphysema and one safari had a blind person in a wheelchair who joined in everything, even if it meant he had to be bodily shifted by supermen. On the first Safari, cell phones were rare things and members had the use of Ron's phone at night to check on family at home. Rubbish disposal & toilet cleaning was shared among the members. Wally of the day awards brought members together at combined happy hours and always ensured a laugh. Entertainment was never short as many travellers had talent and musical instruments to help all burst forth in song and so add another memory to the list. Ross and I will always be grateful when a complete stranger met in the camping ground told us about this wonderful group of people we call the NZMCA. Long may it continue.

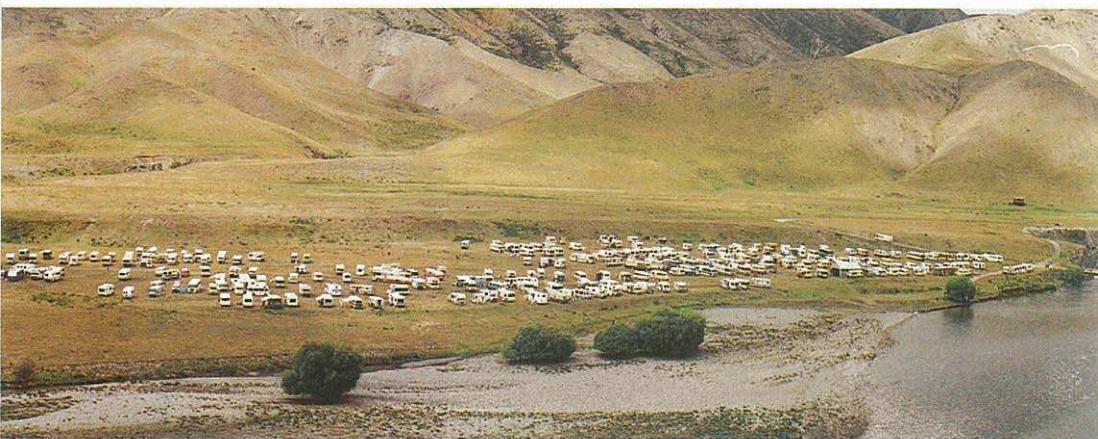


Goldfields Safari at Cromwell.

Safari Rallies are quite common now, usually in conjunction with travel to the National Easter Rally and exemplify the objectives of movanning, companionship and enjoying one's own country. Many of



1992 Start of Molesworth Safari Rally. (296 vans).



On the Molesworth Rally.



A boat race on a Coromandel Safari.



Coromandel Safari members at the Paeroa Easter Rally.

the Safari cadre are necessarily retired, with time to spend on the road. If you get the opportunity to join in with a Safari it is an experience you will long remember.

Group tours overseas have also been immensely successful. The first one organised to go to Canada & Alaska in the year 2000 started in 1998 by Phil & Lynne Smallbone, taking two years to put together.

The first advertisement attracted 250 inquiries for 24 places on the tour. Because of the number of inquiries a second safari was run in 2002 managed by Fred & Dawn Fellows. This group was badly affected by the exchange rate and the beginning of terrorism. The tours began in Vancouver through the Yukon into Alaska following a figure eight. Boarding vehicle ferry at Skagway, existing at Prince Rupert. Tour members were free to make their way to Calgary Camp ground meeting place. As a group they attended the Calgary Stampede, returning the vehicles back to Vancouver. The duration of the trip was ten weeks and group tour bookings were made through Charles Spain Holiday Shoppe, the official NZMCA travel agent.



Photo from the cover on the 2006 Travel Directory.



Alaska 2000.

The Bulletin 'Motor Caravanner'



r Allan Hosking was trapped by Andy Anderson while making a stop in Gisborne during a tour and after being invited home was duly roped in as Member No.4. In course of the conversation Allan suggested that our young Association should have a magazine to keep members interested and tie the Association together and so the NZM.C.A. Bulletin was conceived.

At the time Andy was dubious as to whether there would be sufficient data, but as the Association grew he found that members wrote in with stories and descriptions of their travels and caravans, so the problem became not whether there would be enough to put in - but what should be put in and what could be left out.



The first issue was published in 1958 with Andy as editor. It consisted of 4 pages with a letterhead as the front cover on which was a drawing of the NZM.C.A. badge, and a motor caravan. The word '**BULLETIN**' was placed diagonally from top to bottom and although it was adequate, it looks very crude today.



Editor Gladys Anderson in 1960.

The pages inside were typed on stencils by Gladys Anderson and reproduced by a firm in Gisborne, the Te Rau Press. At time the Association had 42 members and had had its first rally at Opoutama on the Mahia Peninsula, so this was reported and the second Rally at Clifton, near Hastings was advertised. This issue also contained the story of First approaches to Ministry of Transport and had a list of members and a joke.

No 2 was somewhat more imposing, with a proper printed cover sporting 3 advertisementson the back, put in by keen members. Nine pages comprised the interior, with a membership list showing 64 members, the Balance Sheet as at the 31st March 1958, and the first layout drawing of a member's van. As members are always looking for ideas, such layout plans became a popular feature in later issues.

Bulletins continued in this way, published quarterly. No 3 advertised the first South Island rally and No. 4. announced the annual sub had to be increased to 1 pound to cover the cost of printing and postage (start of inflation!.)

Nos. 6, 7 and 8 were printed by the Gisborne Herald on a smaller basis so that the finished Bulletin was 5 ½ " x 8 ¼".

More advertising was introduced on No's 7 and 8 and two photos reproduced - one of Andy and Gladys Anderson, and the other of North Island Committee members. No. 9 continuing editions were back to full size and by this time the Association had been presented with a proper printing block of the badge by Harry Florey, then of Inglewood, and the back cover featured photos of Opoutama and Clifton Rallies and two of the first South Island Rally.

No. 10 was distinguished by having a block of a Motor Caravan ~ the previous issues only having a block of a bus. A photograph of the

late Reg McCutcheon's van was the model for the block and the BuUetin used this cover for many years.

In 1963, after 5 ½ years of sterling work, Andy and Gladys Anderson stepped down from positions of Editor and "Slave" in favour of Walter Wylde. In February of this year also, the BuUetin was registered at the G.P.O. for transmission through the post as a magazine, necessitating two copies of each BuUetin to be posted to the Parliamentary General Assembly Library as a permanent record.

Walter Wylde continued as Editor using the same format as before (including photographs) until August 1966, and during this time gained a great deal of advertising thus cutting the cost of the Bulletin; so much so that in 1966 there was a record all time low between the cost of the Bulletin and the advertising revenue.

With a change of Editor from Walter Wylde to Mrs Mabel Holton in 1966, Bulletins were produced in Papakura by Mrs Jean Hunter under the name of Park Duplicating Service. Mabel edited the BuUetin competently until 1969, when Nora Smith accepted the office and the next few Bulletins were printed as before.

In 1970, Nora tried an experiment of one printed BuUetin with photos; - unfortunately, apart from the expense entailed, comments from members were generally unfavourable, owing to small print in two columns to the page, so it reverted to the original cover and duplicated pages. No's 50, 51, 52, 54 and 55 appeared with coloured covers and a new picture of a motor van by a beach. Many people tried to recognise the caravan but all in vain as it was an American vehicle! Colours were introduced into the covers with the badge printed in red, "Bulletin" in blue and N.Z.M.C.A. Inc. etc in green. More advertising appeared which helped the BuUetin pay its way.

Bulletin No. 55 was produced in November 1971 by a new Editor, Ilma Pugh. Nora had to step down owing to ill health and family commitments, and Ilma already a committee member, stepped in to fill the gap. Ilma more than just filled in, she became a most efficient editor, her children's pages being a particular joy and her little quotations also. She continued until 1975 when her own health forced her to resign. During her time, from Bulletin 56 onward, issues had a white cover with the word Bulletin in red (the same as the badge) and N.Z.M.C.A. Inc etc in black.

In Bulletin no.67, December 1973, photos reappeared on a page donated by Elaine and Eycke Zimmerman. They were printed by the

offset method in their **small** printing office, and were very much appreciated by members. Similar pages were produced for Bulletins 69, 70, 71, 72, 73.75 and 82, three of these being paid for by the club, two by advertising and two more as gifts.

In April 1975 Vic and Beryl Old became Editors, owing to Mrs Pugh's illness and From No. 80 onwards a new cover was introduced. No.80's cover showed a community morning tea at a **rally** in black and white and No. 82 showed photos taken at the Auckland Easter Rally 1976 and the names of Officers of the Association as **well**. Bulletin No. 83 showed pictures of the trailer generators. These were all reproduced by Jean Hunter on her duplicator - a very painstaking process, and again very much appreciated.

From No. 75 onward the Bulletin was increased in size to A4 - the new metric standard which has replaced **quarto**.

Although the cost of the BuUetin has been a drain on the Associations finances, it is the means of keeping members in touch with rallies and with news of each other. Plus providing a vehicle for reports of meetings and approaches made to and replies from the Ministry of Transport, etc.

To get advertising to help fmance the cost of production was quite a problem at first, although in the early issues our members generously offered advertising for which they had no visible **return**. When these advertisements ceased, it was decided to approach Battery Companies, **Rockgas** Ltd, and Tyre Companies, who could possibly benefit From **advertising** in the Bulletin. Unfortunately, when approaches were made there was a snag, as our circulation was not at that time sufficient to warrant their **attention**. **Rockgas** Ltd however supplied an advert which occupied the back cover of the **Bulletin** from May 1964 to April 1972, and this, with other smaller advertisements in the body of the magazine helped to **defray** costs. From Bulletin 72 to 76 this back cover was taken over by a member who had become the proprietor of Orere Beach Motor Camp, and that advert also helped financially.

To keep all sections of the Association interested in the Bulletin, there has been a Woman's page with plenty of recipes and hints sent in by the ladies. Also a Teenagers page From time to time, together with a children's page with points allotted to the children who put in the most entries with a cup to be won for the most points.

Many technical articles of interest to the men folk have appeared with diagrams of water connections, bathroom, shower, and toilet

layouts. Articles pertaining to 12v - 230v Fridges plus 'trouble - shooting' for less experienced movanners. A Trading Post was also printed where members advertised their needs or wares - from complete Motor Caravans down to accessories. Details of our special Insurance Scheme - rates, etc. were also printed. These things, together with notices of coming events have helped to keep the Bulletin alive and of interest to all members.

The job of Editor had become very time consuming over the years as membership had increased. Even keeping up with member's changes of address was a job in itself and added to this the Editor was also responsible for printing an annual membership list, and for any extra newsletters such as necessary prior to Annual General Meetings. Over the years Editors called on the help of other members to collate and staple Bulletins and band them for posting, a chore which members enjoyed doing, and which involved them fully in Club activities.

As well as the Bulletin a Member's Handbook was printed from time to time. The details included the Association's Rules, Insurance, Fishing and Traffic Regulations. Electrical Requirements, Mountain and Water Safety, Fire Prevention in Forested Areas, list of Handigas and Rockgas Suppliers and advice on Handling Firearms, and some songs for use at rallies and other gatherings.

Many areas produce their own newsletters at extra cost in addition to the Motor Caravanner for their area members local information, usually in the month between the printing of the Motor Caravanner. Some of these are simple one page efforts, and some owing to the preponderance of home computers, programmes and colour printers, are of a very high quality and mostly done by volunteers with some financial assistance by local advertising. This can be a double edged sword where although locals get information appropriate to them which would not be of use to other areas, data relating to rallies such as what to bring for a dress up or pot luck dinners etc is not always available to visiting travelling members. Seasoned travelling members take the time and effort to contact the Rally Marshall or local Contact Person if they intend attending.

In 1978 when Vic Old was elected to Executive committee. George Taylor from Ngamawahia was appointed as Editor. George was a straight shooter, which made his editorials interesting, but in 1981 he was tragically killed in a quarry accident at work. Joy Organ from

Kamo filled the breach for the next four years. With changes of editor often came new printers with different styles of presentation. Joy's Bulletins were a joy to read with an increase in photo content, especially on the cover. Bob, her husband was elected to President in 1983, so theirs was a busy household, and eventually in 1985 Joy handed over to Barry Thomson from Wellington.

Barry had been contributing technical articles and construction ideas to previous Bulletins and these were to feature in his magazine from time to time. He produced and presented a Joining Brochure for promoting the Association, to the October Executive meeting for approval, and it was agreed that 3,000 be printed and distributed amongst the membership. It was around this time that discussions began relating to the Association administration. These were to continue for the next eight years before the National Office was established. In Easter 1986 Barry was elected as Secretary and after a year bearing both positions, he handed the Editor's job over to Dick Brandon in 1987, but not before he succeeded in changing the bulletin size to A5, which continues to the present, as with all the Associations publications. A convenient size to carry in the motor home.

In the June 1989 Bulletin 'Letters to the Editor' page, Jock Stewart asked for a Cooks Corner to which movanners could pass on some easy, quick recipes for others to use. This was commenced by Margaret Spain in the following Bulletin, 160, in addition to her 'Auntie Maggies Page', and she has continued these popular pages for 100 issues through to the present day.

In July 1989 Wayne Francis from Auckland was appointed Editor, and the Bulletin began being printed there. The Treasurer, John Spain was at that time also domiciled in Auckland administering the Group Insurance Scheme, and being part of the editor's team of helpers, the Association computer was utilised for typing and setting up the Bulletin ready for the printers, in addition to producing the address posting labels. The cover was quite distinctive with red wings and red border. In December 1989 John & Margaret moved back to Dunedin owing to a family tragedy, and the Bulletin was produced by them there, until bulletin 173 in November 1991. It was in a new style and colour cover, with a contract being made between the Association and printers in Auckland to sell commercial advertising for a major reduction in costs. A team of members volunteered to label and fold the magazine ready for posting.



Willing hands prepare the Motor Caravanner for posting.

At the January 1991 Executive meeting the code of Practice for the Construction of Motor Caravans and Mobile Homes was approved. This was produced with immense effort by Barry Thomson and printed for sale. Also the Handy Hints book after many months of voluntary input by many members under the guidance by Elaine Zimmerman was printed for sale. Both publications proved to be very popular and no doubt added to the prestige of the Association and another good reason for the continuing membership growth. In 1992 for the first time a Special Bulletin was published with the AGM Agenda, including all annual reports and remits printed in one dedicated publication. This has since been produced annually and in 2001 was renamed the Annual Report.

In 1993 when the Association National Office with paid staff opened in Onehunga, this was to change the way that many of the Association operations including the Bulletin were arranged. In August 1995 the newly named 'Motor Caravanner' issue 196 printed by Calders Design & Print in Whangarei had the Association forming a contract with Rob Pooley to sell advertising on commission. In 1999

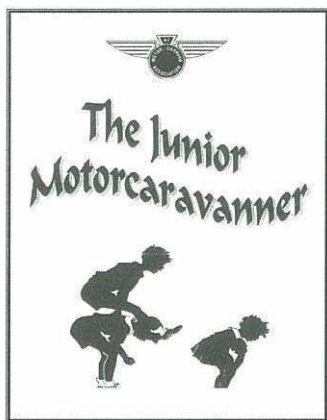
Wayne retired as Editor as he had been elected as President, and Greg Stilwell was appointed to the position.

The annual calender was initiated in 1999 after Executive member Stewart Paterson saw the aerial photo being sold at the Hastings Easter Rally and asked the Executive to consider putting together an annual calender with the AGM rally aerial photo on. This continued until 2002 when a cost cutting exercise threatened its continuahon. This was averted with a petition from concerned members, and the calender continues to the present for those who request it, although not always with an aerial photo.

In 2001 due to a restructure at the National Office, the commercial advertising was handled by office staff. The typing of the 'Motor Caravanner' and other publications including the annual handbook, annual travel directory and the annual reports being prepared for print by staff under the direction of the Editor. The July 2002 issue saw an increase in colour photos in the advertising and some feature articles.

At the beginning of 2002 the NZMCA website www.nzmca.org.nz was fully up and running making it possible to submit online applications for joining, classified ads, trading, and DOC passes.

In 2005 Greg Stilwell retired after six years as Editor, but not until he instigated and commenced in conjunction with Margaret Spain aka Auntie Maggie, the 'Junior Magazine' which is posted out to individual children in the Association who request it. The Motor Caravanner then continued under the responsibility of the office with issue 258 increasing the amount of colour content.



Badges



he winged badge which has become so well known to the travelling public, was designed by Andy Anderson at the inception of the Association in 1956. It is believed that Andy fashioned it on the old Post & Telegraph insignia and the similarity can be seen in the photo.



Post Office Logo.

Many firms (and clubs) associated with road transport had some sort of wings incorporated in with their logo designs in those early days, and some like us, **still** do.



Bentley, Mini, Austin-Healey and Hino, car club Badges.

At first the badges were hand cut - (later with a band-saw) from hardboard, painted silver and sign written by the local expert. The wording being N.Z. in the top triangle, Motor Caravan Association around the circle, and in the centre of the circle, the members "Section" e.g. Gisborne, Southland, Hawkes Bay etc. At this time the cost of producing the badge and posting it to the member concerned was 10/- and this was the price asked.

It was found that these badges did not stand up to the weather very successfully and members were asked to place badges just inside



Early Wings (Note the Spelling).

the windscreen so that they could be seen by others. As this was not completely satisfactory, enquires were made from the Quality Transfer Co. in Wellington but they were only prepared to do batches of 10 thousand which apart from being too many would have used up the painfully inadequate funds.

In 1959 Mr Graeme Watson of Christchurch (a pattern maker) offered to make cast aluminium badges with embossed lettering. The badges were finished in red Dulux with the lettering in bright aluminium with red lines across the wings. The price was 9/6d plus postage. A cast brass suitable for chrome plating was also produced. - cost being 14/6d with an estimated 12/6d extra for plating.

Original badges were bought and owned by members, but were around this time hired from the Association to be returned when members resigned or sold their caravan.

In March / April 1965 a new source of production for badges had to be found, so Ron Clow (Secretary) arranged to have them cast at Muller and Noys Foundry in Hamilton.

No district name was included on this badge because it had been found that members didn't always remain in the same areas.

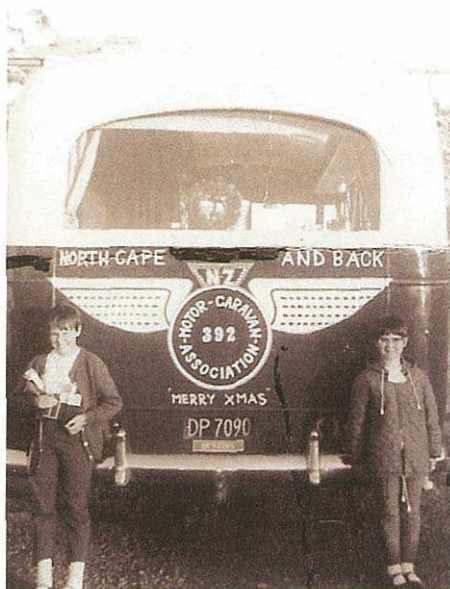
The painting and finishing plus the additions of member's numbers became the responsibility of the badge officer, Bert Polglase.

He would collect the castings and finish them, then upon receiving notification from Ron, would paint the new member's number on the badge and dispatch it with a receipt to be signed and returned. Ron then completed the members record card.

In later years a Dymo tape sticker for the back of the badge was sent out showing the member was financial for that year. Each badge cost 10/- which changed to \$1.00 when decimal currency came into being.

In 1967 transfers were made for use on the rear of vehicles, similar to the badge and half the size - these were not very successful as they were not printed in colours and it was hard to recognise them. Tom Clark then badge officer, was instructed to investigate production of smaller metal badges for smaller vans in February 1971, and these became reasonably popular but not to the same extent as the bigger emblems.

Some artistically inclined members went to the extent of painting, on the rear of their vehicles, a large replica of the badge, which could be recognised from a great distance.



In April 1974, Ian Cammock showed two samples of self adhesive vinyl which could be printed as a badge at a reasonable cost, with the result that the Association ordered 1000 and offered them to members at \$1.00 each for the first one and 75 cents each for subsequent ones.

The Association discontinued issuing metal vehicle wings, (although these were still produced by some areas for sale), and started issuing the vinyl wings to new members.

It was decided that the Treasurer continue as Badge Officer and hold the badges, with Area Reps and Committee members also having a supply of unnumbered badges which members could purchase.

These are the most suitable yet, red and silver, and cheap enough to put one on front and back of the movan, plus car, boat or whatever. In 1988 it was suggested in the *Bulletin* that members obtain another set of wings for the rear of the movan with readable numbers to let the following vehicle know if it was local, or a visitor to the area.

Lapel badges have since been introduced and are very popular. These also are reasonable in cost and worn by the majority of members. Past Presidents and Life Members are issued with small scrolls bearing the words Past President or Life Member and these are attached to the lapel badge by links. There are also similar badges for the *Bulletin* Editor, Insurance Officer, Secretary, Treasurer, President etc.

Most members wear a name badge of some kind to proclaim their identity. In the 1970's Colin Archer's Auckland Knitwear firm made pullovers of excellent quality in a variety of colours, with the Association badge embroidered on the front. Progressively over the years most areas have had logo embroidered jackets and hats in colours that promote pride in their province.

At an Executive meeting in January 1991 it was decided that new members would in future receive two sets of vehicle wings in their joining packs. It was also passed that continuous membership lapel badges be issued free on request in five year increments, commencing with ten years. The non-driving classification with a 50% subscription discount was also approved.

For Rallies, signboards have been made with the badge in prominent display, and wording such as "N.Z.M.C. A. Rally" and arrows to point the direction of the site for members unfamiliar with the area, so the badges are shown far and wide and help to popularise the cult of the Motor Caravan. They also help members to recognise one another on the road or in strange places, even overseas, and they can thus introduce themselves knowing the Association is their common bond.



Myra & Ian Corbishley's Grandson Timothy proudly shows his wings tattoo.

Trophies



A display of trophies at an Area Reps Seminar.



In the early days a small token was given at each rally to the member who had travelled the greatest distance to be present at that rally.

Then in 1968, at the Ohope Beach Rally, a trophy was presented by some English visitors, Dick and Doll Blakesway, by way of appreciation for the hospitality shown them by our members. This Blakesway Shield is competed for annually, and held for a year by the member who "Clocks" the greatest mileage to attend rallies and socials advertised in the 'Motor Caravanner'. The year is calculated from the National Easter Rally one year to the next National Easter Rally.

In 1969 a "Shaggy Dog" was donated by George Taylor for the greatest mileage logged to a rally. The recipient kept the trophy, and

took it to the next rally attended (wherever that was) and so it was won again. From that rally, and thus passed from movan to movan - a very travelled dog was "George the Shaggy Dog". He went missing some time in the past and has not been seen since.



Viv Mason and John Spain with the Auckland Rally Attendance Trophy for 1989.





Some trophy winners over the years.

A tug-of-war was held at each Easter Rally, with members from an area getting a team together and competing with another area. In 1971 Eycke Zimmerman and Ron Clow presented (tongue-in-cheek) trophies for this event - a Sahib Doll permanently mounted on a polished wood Frame for the ladies, and a polished wood shield on which was mounted an oval frame and lid (usually used for more

prosaic purposes) suitably decorated and inscribed for the men. These tug of war events have not been competed for, for some years.

In 1971 also. Bob Pates gave two miniature cups for annual presentation. These cups are awarded to the boy and girl who contribute most articles, jokes, stories, etc to the "Children's" page of the "Bulletin."

The Junior Miss NZMCA is an event looked forward to by girls under the age of 12 years. It is not a beauty contest, but an award for the girl whose attitude, friendliness and helpfulness to others is most noticeable. A red velvet cape trimmed with white Swansdown, a stainless steel and diamante crown and a cup make her Queen for a day. This award was donated by Charlie Clouston for the North Island and Peter & Margaret Morgan for the South Island.



Happy Trophy winners.





Miss Easter Rally and Miss Personality are two cups donated by Jack and Leila Nbbets. The first is for girls 13 - 19 years of age. These also are keenly prized awards.

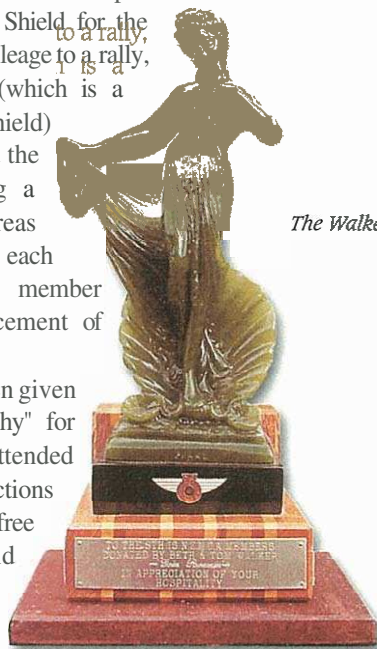
At some Easter Rallies there have been other prizes - Mr NZM.C.A. which was won consistently and with great acclamation by one person only, Mr Sid Harris of Whangarei; and Mrs NZM.C.A. - an award which has also been approached with humour, except for one year at Tokoroa, when the title went to Betty Northcott, a very brave and tranquil lady member, who spent most of her life in an iron lung.

In 1979 the Walker Trophy, an attractive synthetic greenstone statuette was presented by Tom & Beth Walker from 'Goin Roamin' to the South Island members for the van registering the greatest distance for specific rallies during the year.

Several areas also have trophies which are presented at times each year. Northland has 2 - a Rally Shield for the member who travels the greatest mileage to a rally, and the Shirley Brown Trophy (which is a replica of a movan mounted on a shield) for the Northland member to attend the most organised functions during a single year. Otago and other areas present a "Large Wooden Spoon" each year to the "Chief Stirrer" or member contributing most to the advancement of movanning. In the area.

The Auckland area also has been given 2 trophies - "The Gray Parish Trophy" for the Auckland member who has attended the most organised rallies and functions during a single year. This is a free standing ornament in wood and formica, the shape of the Club wings, mounted on a firm base. The second is a wooden spoon and a "Witchy Poo" for the biggest male and female stirrers (respectively) to be presented at each rally.

It is always a thrill to win a trophy, but for organisers and Area Reps it can be a problem arranging to have them returned for the next presentation.



The Walker Trophy.

Registration



In the early days movans were not included in any particular class of registration. Therefore some were registered as trucks, others as private cars, or whatever. The confusion this created became apparent when the authorities were approached to supply a list of motor caravan owners, which they could not do.

In fact, at a later date, the Commissioner of Transport requested information on membership numbers from this Association, to obtain an indication of Motor Caravan numbers in New Zealand.

In 1961, the Motor Vehicles Registration and Licensing Regulations of 1949 were amended to provide specifically in Section 2 that a "Caravan means a motor vehicle (other than a trailer) designed for use as a 'human abode'" and provision was made for the first time to register movans as self-propelled caravans. This resolved the question of registration and payment of third party insurance premiums to the benefit of members.

Subsequently in 1974, the Auckland Harbour Bridge Authority decided that all mobile caravans should pay the same bridge toll as cars.

The amendment to the Regulations did not resolve the basic problems of a lack of definition of a movan in the Transport Act, 1962. itself. The only definition applicable was that of a Motor Car, which meant "a motor vehicle designed exclusively or principally for the carriage of persons not exceeding 9 in number inclusive of the driver". The unanswered questions were, if a movan is a motor car, why did it have to pay Heavy Traffic Fees? What was the legal speed limit, that was applicable to a car or to a truck? When towing a car on an "A" frame must it be included in the gross combination weight of the movan for heavy traffic fee purposes? If so, why was a car towing a caravan or boat exempt.

The story of Andy Anderson's encounter with the Heavy Traffic Regulations, as operative in the 1950's has already been told. Indeed, it was the main reason for the formation of the Association.

He was joined by early members in his belief that the Regulations were fair when applied to commercial vehicles, but unfair when applied to low mileage holiday "Homes on Wheels". Owners of commercial

vehicles carrying goods or passengers for hire and reward could recoup their expenditure by their charges, but motor caravans, being private vehicles, had no chance of regaining any part of these high costs.

Knowing from various sources that the Minister of Transport, the Hon. Jack Matheson would be in Christchurch, Andy Anderson wrote and invited him to the first South Island rally, held in that city on the 15th February 1959. The Minister came with the Chief Traffic Officer, (much to the discomfort of the H.T stickerless members) and after inspecting all 27 caravans, listened to all grievances. He promised to bear their requests in mind when reviewing heavy traffic fees.



The Chief Traffic Inspector for Christchurch and the Hon J. Matheson (Minister of Transport) at the First South Island Rally.

He was true to his word, and in 1961 the Department announced the concession whereby motor caravans were able to obtain weekly stickers. This required the prospective purchaser to apply to the local Council office at the end of a long Queue, to be told at the desk that weekly stickers only applied to vehicles over 15 tons. However, after much whispered discussion behind the counter, the sticker was duly written out, to the triumph of the owner and the discomfort of the girl.

During his period as Secretary (1963/66) Ron Clow pursued the Heavy Traffic battle with great persistence. Letters flowed back and forth to the Commissioner of Transport, the late Mr Polaschek, with little results.

Eventually, in September 1965 he wrote to the Minister of Transport the Hon. Mr McAlpine, and by December was able to

announce to members, that in the future they would only be liable to "Farmer's Rates" for Heavy Traffic Fees.

The weekly rate calculated at 118th the quarterly rate was retained, but would now be based on farmer's rates. Effectively this was a reduction of 50% in fees.

In July of 1974 the Association made further representation to the Road Transport Division of the Ministry of Transport regarding Heavy Traffic fees. It was pointed out that the average mileage per year of a heavy goods vehicle was 17,093 miles (M.O.T. statistics) compared with the 3,290 miles of a movan (our own survey). On this basis. movans, in all fairness, should only be paying 1115th of the present annual heavy traffic fee. If this were paid quarterly it would place movans more in line with other road users, and save a great deal of administration cost in the collection of weekly stickers.

In 1978 motor caravans over 3,500 kg became subject to road user charges based on the vehicle weight, and were required to install hub-dometer distance recorders. This was a much fairer method of collecting tax, as the licence purchased did not expire until the kilometres were driven. In 1989 Motor caravans over 3,500 kg were also then subject to Certificates of fitness instead of warrant of fitness testing. This more stringent testing, although not popular, no doubt raised the safety standard of our vehicles.

In 1999 there was introduced a new schedule of classes of drivers licences. These are itemised in the members handbook. The NZMCA has been fortunate to have volunteers over the years who have studied potential changes in vehicle licencing and have worked relentlessly on behalf of us all to ensure that our interests are considered by authorities. Ron Clow and Eycke Zimmerman come to mind, and one of our most diligent workers in recent years has been Barry Thomson from Wellington.

The Travel Directory



he Travel Directory owes its origins to Phil & Lynne Smallbone who developed the book during their early days of owning a Self Contained Vehicle which had a combined grey and black waste water tank, and the problems related to emptying it.

In 1989 as new members and on their first extended holiday to the South Island in a self contained motorhome, they had very little information about dump station locations or overnight parking sites and no idea of farm stays. The trip included Ron Wing's South Island Safari where Safari member's were given a great deal of information on motorhome travel opportunities relating to overnight parking, dump points, points of interest, etc. in areas covered by the safari route. This information was only available to the 80 vehicles in the safari.

Over the next few months of visiting Area Rallies the Smallbones learnt of other members who had collected data during their travels but nobody had collated this for general membership use. Heather Hills listed dog friendly camps and some North Island overnight parking; Colin Shaw listed many North Island overnight campsites; Ron Wing had the most comprehensive South Island list; and Chris & June Teague had a list of farm stays. As a new member it was by chance you learnt of this information, then you wrote to the person for a copy of the data. Nobody had any up-date on where dump stations had been installed.

Lynne and Phil's personal experience (in-line with practices of the time) had them arriving at the top of Burke's Pass on their way to Lake Tekapo where they were meeting up with four other vans to freedom camp up the side of the lake for a week over Christmas. Lynne decided the waste tank had to be emptied, out came the pick and shovel and quite a big hole was required in the "stony" ground. All done and covered, and onto Tekapo Village to find a beautifully tar sealed driveway and stainless steel dump point. Lynne was angry at the effort required to dig the required hole, then find there were two roadside dump stations in Tekapo Village; also Mackenzie District Council had spent 1 million dollars installing dump points around their District. NZMCA at that time had no system of informing the membership of new dump stations; although the Association was very active in promoting Self Containment for vehicles.

Later that year Lynne & Phil spent six months travelling in England and Europe by campervan. They had joined the English Caravan Club, and found the system of Certified Locations operated by that Club. These were private property stays that cost 1-3 pounds per night, compared to camping grounds at 10 pounds per night. The directory supplied listed the Certified Locations, gave the directions to the site, facilities offered, cost, etc. The basis of the information listed for Park Over Properties. On Phil & Lynne's return to New Zealand, their thoughts were that our members needed a reliable regularly updated list on dump stations, ~~farm~~ stays, etc, not by word of mouth, but available to all members. As the Association at that time worked on a volunteer system, it meant: "Don't complain, do something about it yourself."

The persons were asked if their data could be used to compile a booklet covering the whole of New Zealand for member's use. A report was submitted to Executive but as the concept was misunderstood it was turned down. A second submission to Executive with Lynne & Phil attending was successful as they spoke to the report, which included the layout of the booklet with all the data on hand. The name of the booklet 'NZMCA SELF CONTAINED SITES' needed changing as very few members at that time had self contained vehicles, and Executive member Wendy Barker came up with the name Park Over Properties (P.O.Ps). With Executive approval. Phil & Lynne sent the draft booklet out to Area Secretaries for discussion at their Area Rallies and improvements if possible. The Smallbones then travelled approximately 8,000 kms to Rallies around New Zealand promoting the concept.

The first publication posted out to the membership in November 1991 was a great effort with membership support; especially from the then Secretary, Jean Ogle with her computer skills. The first edition included Area diagrams showing approximate location of a Park Over Property and many sub-headings with "data required blanks beneath. Over the years many members are owed thanks for assisting in keeping the Directory a useful, reliable guide for the membership. To encourage the children's interest in the Association, the Executive ran a cover page drawing competition for the first Park Over Property Directory. The successful drawing by 11 year Marsha Finlay #2472 was used for the front cover, with the drawing by her 14 year sister Rebecca being used for the back cover.

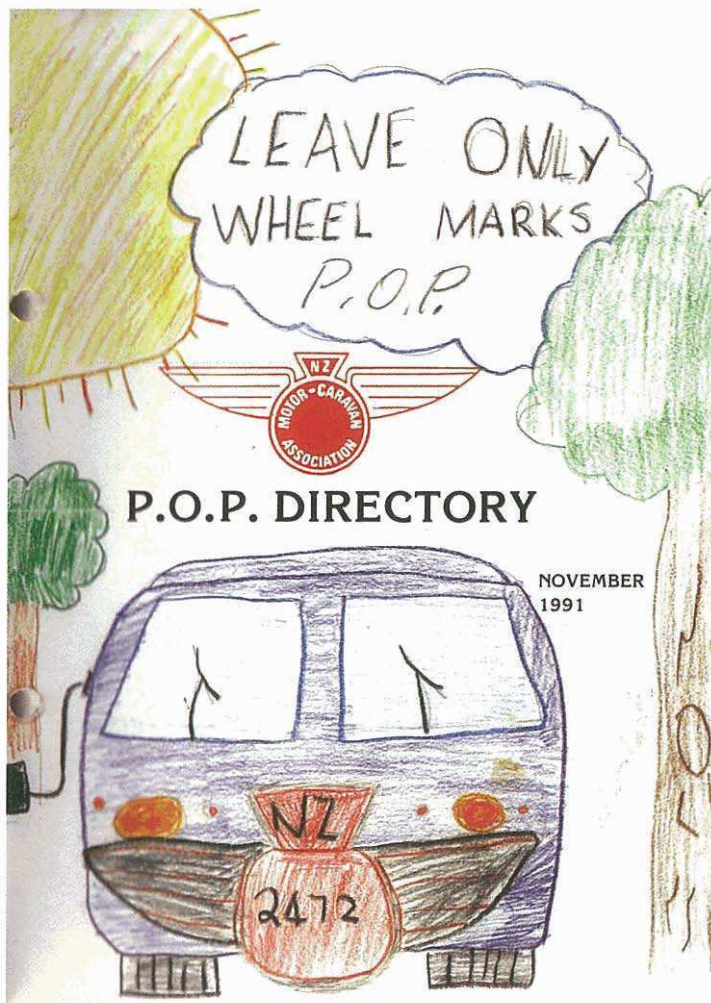


Photo of the first P.O.P. Directory cover in 1991

The first three editions of the Park Over Property Directory were published bi-annually, but members joining in the Association in the second year of the publication didn't receive the previously notified amendments and up-dates from the Motor Caravanner. The Executive then combined all the Member information into one booklet and published it annually including the Constitution as up-dated from AGM

resolutions. From 1990 until 1999 Lynne was responsible for the updating and printing of the Park Over Properties Directory, as Park Over Property Co-Ordinator; then as the National Office grew this task has been handled by staff.



Takapau opening.

Conservancy Liaison



After the Park Over Property Directory was up and running, Lynne Smallbone became involved with Conservancy and Resource Management. This interest followed twenty years experience in Town Planning with Regional & District Councils as a Local Government and private consultant employee. In April 1995 this position had a name change to Resource Management Co-Ordinator with a job description. The following October a questionnaire was posted to all members and from the returns the Association had concrete information to lobby Government Departments and Local Bodies about the use of motorhomes and campervans for recreational use. At the time NZMCA represented approximately 70% of all recreational vehicles on the road and a proportion of domestic tourist dollars spent in New Zealand. However members expenditure did not show in Government statistics because of the sites used for rallies and freedom camping. The Rally expense sheets came into being.

In 1995 all fourteen Department of Conservation areas were preparing Management Plans, calling for submissions and NZMCA needed to become part of the process to protect and enhance our life style opportunities for motorhoming. Following the adoption of the Resource Management Act 1990, Government, Regional & District Council were undertaking major overhauls of their policy management and development plans for their areas of responsibility. We needed to be part of the public submissions process to protect motorhoming freedom of choice, and to ensure Councils were aware of NZMCA members as a recreational group in the community. In 1996 Executive appointed a Resource Management Consultant to assist Lynne, Alan Bridle and members make submissions as required. This situation was up graded in January 1999 when qualified Resource Management staff were appointed for this work.

D.O.C. Passes




In 1991 the Marlborough Conservancy was the beginning of NZMCA members doing camp hosting for the Department over the busy summer period. This is an on going project where the membership can assist the smooth running of the camps for everyone's enjoyment.

In 1992 Lynne Smallbone noticed that overseas tourist staying in a D.O.C. camp were not paying their fees. That evening the visitors were invited to happy hour and the discussion lead to the matter of camp fees. The NZMCA group was enlightened to the Maui/Newman hirers being exempted from paying fee during their hire because they had a camp pass. Maui/Newman prepaid D.O.C. a lump sum on behalf of their clients. Further investigation showed that that trampers could purchase an annual hut pass and the Federated of Mountain Clubs of NZ: membership card provided for a 30% discount on the D.O.C. annual hut pass for the work that membership had done in providing huts. There were no provisions for D.O.C. passes for the use of D.O.C. campgrounds. The 1995 questionnaire showed 5.8% of all nights spent in the motorhome was at a D.O.C. camp: not a very good percentage, and if a camp pass was available then perhaps the members would be encouraged to use the campgrounds .

In March 1996 NZMCA requested to be added to the D.O.C. mailing list for Conservation Volunteers National Calendar. This document listed, the where and when, projects that the public can undertake to assist the Department. Members have been involved with development of campsites and planting of the same through this process. Executive authorised Lynne to begin negotiations with the Conservation Department for a D.O.C. camp ground pass. After six months this was put on hold because of major staff reorganisation within the Department. During this period the Auckland Regional Council reported that they were not getting enough year round use of their campsites. Lynne was given Executive authority in December to begin negotiations with ARC for a camp pass from that Organisation. This resulted in the pass going on sale in June 1997 and is the ARC camp pass in operation today. In July negotiations began again with D.O.C. for a camp pass with June Eggers on the sub committee. The final agreement was signed and went on sale to the members in June 1998.

The Group Insurance Scheme

 e have also been very fortunate in that there has always been someone willing to do us proud with Insurance. Right from the early days, there had been concern that as a whole, Group Insurance policies would work out well to the advantage of Movanners, and has been a blessing to those people who have had occasion to make use of their policies.

In 1958 Andy Anderson approached J.B. Westray & Co Ltd who were Lloyd's Insurance Brokers, and they arranged a special Group Scheme with Lloyds. The Executive investigated their proposition thoroughly and found it comprehensive and competitive.

The NZMCA. group policy was with Phoenix Assurance and had been tailor made to fit our needs as mobiles, covering a multitude of areas, the vehicle, contents. At the time most other companies would not insure motor caravans unless at prohibitive cost, particularly if a caravan was used as a dwelling, so this scheme was welcomed by members.

However the response was not as good as Westray had hoped, and in 1963 Andy wrote in the *Bulletin* "Only 20 % of our members have made use of this special NZMCA Insurance Scheme. In 1964, Westrays discontinued the scheme as members did not patronise it sufficiently for it to pay its way.

A comprehensive survey was taken in 1968 by Stanton Lovatt, the Secretary of the day, and after the questionnaires had been filled, returned and sorted, the following results were published, pointing out that 50% of members held a comprehensive policy with the same company. 25% of members held a comprehensive policy with various other companies. 10% of members had a third party property damage only policy, and 15% relied on the front bumper.

His survey figures were used to approach insurance companies about a group scheme and it was found several companies were mildly interested. In October 1968 he announced that fully comprehensive insurance was available through the Association.

The scheme was again through Westray & Co, with the Century Insurance Co Ltd as underwriters. The insurance applied to all self-propelled vans, whether used as permanent dwellings or holiday vans, and the year's premium was calculated from 1st March in one year to 28th February in the next. In January 1971, negotiations were held and the N.Z.M.C.A was able to obtain a concession on cover over \$11,500 making higher covers more competitive and attractive to members with higher value vehicles..

under the Committee reshuffle, Tom Clark was handling all insurance matters. In February 1972 there was an increase in the rates for contents. Then in July 1973 Frank Carlyle became our appointed Insurance Officer. This position was previously handled by the Treasurer, and the work load was increasing, as was the insurance side of the club, making it very difficult to look after, and be able to give his best to the position of Treasurer. Unfortunately death robbed us of a fine, hard working member.

The breach was filled by Eycke Zimmermann of Wellsford, who took on the position of Insurance Officer, acting directly with the Century Insurance Co, as Westrays wished to give it up. Eycke and his wife Elaine later shifted to Milford on Auckland's North Shore and administered the Group insurance Scheme, then underwritten with Sun Alliance, and later with Security & General with Minet Mathers Ltd as brokers from their new home and office at Kitchener Road until 1987.

Eycke & Elaine had been hoping for some time that the Association would come to a decision on a Central Office so they could relieve themselves of the increasing insurance workload that they were carrying out on behalf of the Association in addition to their own busy computer software business. As an interim solution, it was decided to employ assistance. John Spain from Otago was the National Treasurer at the time and an agreement was reached in that he and his wife Margaret would drive their motor caravan 'Espana' to Auckland, and combine his treasury duties, which in those days included billing and receiving Association subscriptions, with a part time position receiving and receipting group insurance payments.

For the next five years a dedicated Association Group Insurance office was operated by John and Margaret. This was firstly situated further along Kitchener Road with Eycke retaining the Insurance Office position until, after sixteen years stirring service and dedication to the Group Scheme he retired in 1989. John was appointed to the

The trailer generators



In 1974, the NZMCA Executive received an invitation from the newly created Ministry of Recreation and Sport to submit an application for subsidy for any project which would qualify "by enhancing the Recreational Activity of the Association".

After due consideration it was decided to apply for funds to buy Trailer Mounted Generators to enable rallies to be held in unserved areas, away from Motor Camps.

The application was lodged in November 1974, and the Association was advised that a grant of \$6,500 had been made, just before the Easter Rally in Tokoroa in 1975. A sub-committee was set up consisting of Colin Archer, Bruce Green, and Eycke Zimmennann, to go into the ways and means of providing this equipment.

It was decided:

- (1) To buy galvanised 10 cwt trailers.
- (2) To equip each trailer with an aluminum canopy with polystyrene lining and front and rear openings.
- (3) To house under each canopy one Miller Rough Neck 180 amp Welding Generator with electric starter, capable of providing 3 kw of 230v AC 50 Hz power (it was estimated that this would be sufficient power to supply over a dozen vans with electricity for lights and caravan fridges)
- (4) To provide each trailer with two poles mounted splitter boxes to allow 9 vans to be connected with reynolds plugs to each generator (with provision to increase the number of splitter boxes to three or more once the generators had been run in and if finance permitted)
- (5) To supply each Trailer with two latrine tents, spade axe and post-hole borer.
- (6) To fit each with a fire extinguisher and a separate bracket to carry welding leads and helmet. (it was hoped that when not used for rallies, the generator would be used as welders to provide some revenue for their maintenance.

These decisions were approved by the executive, and equipment and materials were ordered by Colin and Bruce (the generators and trailers by Eycke) and collected together at Archer's factory.

Working bees were then organised at the factory to assemble the units, cover in the trailers and wire the splitter boxes. The last named alone needed many, many man hours, as each box (and there were ten in altogether) plus tripod stand and weather shield, and 100 feet of heavy duty shield and reynolle plug. Several members spent a series of week-ends doing this work on a voluntary basis and Marilyn Archer acted as tea lady.

Finally the units were completed and a simple handing over ceremony was held at Archer's factory in August 1976, when the N.Z.M.C.A. President, Colin Archer, officially received the units from Colin Kay, the Chairman of the Auckland Committee of Recreation and Sport.

Some rallies were held on a trial basis using the trailers and they proved most successful. It was found that if the generators were run from 8 a.m. to 12 noon to freeze fridges and then again from 5 p.m. to say 10.30p.m. for fridges and lights, they were extremely satisfactory. They only cut out when someone tried an electric kettle, and on another occasion when a member was running a full sized household refrigerator... they couldn't cope with a heavy load and this was never intended.

The association was very grateful indeed to the Ministry of Recreation and Sport for making the whole project possible, and also to the sub-committee and voluntary helpers who gave so selflessly of their time. Thanks were due also to the many members who spontaneously contributed donations at the Tokoroa Easter Rally 1975 and there-after. Eventually it was hoped to add a loud speaker system and flood lights to each unit for use at larger rallies with this money as a starting point.

The availability of portable power and toilets undoubtedly opened up new horizons in the choice of rally sites, and the splitter boxes were in use at the 21st Birthday Rally in January 1977.

The value of Trailer Generator Units in an emergency were recognised from the outset, and the Civil Defence, Red Cross and Search and Rescue organisation were notified of their eventual whereabouts.

The five Trailers were distributed to various areas around New Zealand including Auckland, Wellington, Christchurch and Dunedin. Their use over the years depended on the enthusiasm of each area. The generator-welder units became redundant as they outlived their

usefulness and became too expensive to repair and were eventually all sold.

As Areas grew over the years some purchased larger trailers with area funds to cope with larger marquees and rally equipment. The original trailers were handed on to other smaller areas until most outlived their usefulness and were sold, with only one or two including Otago's still remaining in NZMCA hands.



Otago's Rally Trailer.

The original concept of trailers equipped with a generator was a sound one for the Association at the time and they gave areas a lot of pleasure over many years. The Association simply outgrew them as membership numbers increased and more members purchased LPG powered fridges, generators and solar systems to become self sufficient.

Self Containment



The goal of many NZM.C.A. members has always been to become completely self-contained, and to carry aboard a toilet and shower connected to a waste holding tank: so that family can travel, and park overnight in unserviced areas, and enjoy the more remote parts of New Zealand, and avoid the canvas jungle.

In the past years, they had to use considerable ingenuity to achieve this end, but now, with suitable equipment available on the market, a very high standard of sanitation is possible.

At the Tokoroa Easter Rally in 1973 Alex Watters, County Health and Building Inspector from Taupo attended, and spoke to members about sanitation and waste disposal from holding tanks. He answered many questions from a lively and interested audience, and after the rally, the NZM.C.A. executive asked Tom Giles to follow the matter up, particularly in relation to the establishment of dumping stations, and the production of a "Standard" for sewage connections. Tom obtained some plans for these and made various approaches to health authorities in Auckland and elsewhere.

Great interest and valuable contributions were made by individual health inspectors over the next two years, but as the sanitation of vehicles was not covered by the plumbing and drainage regulations, no official sanction could be given to any proposals.

Approaches were made to many garages to provide dumping stations, but only three offered facilities (one in Rotorua, one in Tauranga and one in the Hamilton area.) Others needed some assurance that there would be some kind of guaranteed clientele among NZM.C.A. members to warrant the expense.

In the meanwhile concern was mounting among members and executive, over the haphazard development of self-containment, and the increasing number of Councils which were passing by-laws, prohibiting overnight parking in rest areas, because of the undesirable habits of some of the travelling public, in littering such places with their waste. While appreciating the problems faced by the local bodies, the executive felt such a "Blanket" action wasn't fair on fully self-contained and non-polluting vans.

It was for this reason that in 1975, they finally approved a "Standard for Self - Containment", which members building their vans could aspire to, with the idea of issuing "self containment warrants" to inspected and approved vehicles.

The Standard set down minimum requirements for water supply, sink, toilet, holding tank, evacuating hose and rubbish containers. It was presented in draft form to the Associated Caravan Clubs of New Zealand, inviting them to adopt the same standard, and join with the NZM.C.A. in a unified approach to local bodies for approval.

The Associated Caravan Club felt unready for such a move, so NZM.C.A. decided to "go it" alone.

Early in 1976, Eycke Zimmermann was instructed by the NZM.C.A. executive, to circularise all the local bodies in New Zealand, asking them if they would recognise such a warrant, and allow overnight parking in non-camping areas to such warranted vehicles.

It was pointed out in a covering letter, that this should benefit all parties because it would eliminate the necessity for building expensive toilet facilities in remote areas. It would stop fully self-contained vans from filling up much needed Motor Camp space at peak periods, and would allow vans to avoid paying for facilities they had duplicated in their own units.

Replies were still coming in slowly from various councils at the time of writing, and about 50% of these would recognise such a warrant. Others complimented the Association on its efforts but were cautious, and their letters had a "wait and see" attitude. In time, with the co-operation and fair play members, it was felt that these (and even the ones who said "no" outright) could be won over.

The Executive was sure that this standard had to be high and rigidly enforced, to obtain such co-operation from local bodies, and would issue a window sticker "warrant" or a "Self-containment Certificate" with the member's vehicle being thoroughly checked over.

Once the scheme was under way, members willing to become inspectors offered their services, and received the necessary instruction in the "Standard" (plus acceptable variations) before taking office.

One of the Government Agencies to recognise the warrant was the Forest Service. After having pemsed the standard, it complimented the Association on its initiative and advised that in the opinion of the Forestry Service, self-contained vehicles would have less adverse

impact on the environment, than pedestrian campers who require firewood, water and disposal facilities. For this reason, warranted self-contained movans would be welcome in Forestry areas, subject to normal tire hazard and logging safety considerations, and after making a courtesy call on the Forestry Officer in charge.

Several Councils suggested that a remote unused corner of an existing Motor Camp, could perhaps be offered at a reduced rate to self-contained vans, as they would not be using the facilities or need hook-ups. Some even suggested the future development of "limited short-term" camping sites (as are available in many places overseas), and these would indeed be acceptable alternatives to the overnight parking privileges asked for in the circular letter.

The Institute of Health Inspectors and Auckland Municipal Works Guild, both complimented the Association on its efforts, and supported the standard in principle, but with certain reservation concerning the dumping of waste from holding tanks.

This was of course the concern of the Association.

A network of dumping stations from North Cape to the Bluff was undoubtedly desirable, and full marks to the Taupo Borough Council which installed such a station in 1976 at its Municipal Caravan Park for the use of campers and non-campers.

A manufacturer had applied to the Standards Association of New Zealand to have an overseas standard evacuation hose fitting, declared standard in New Zealand. It was hoped that the acceptance of this fitting as a "standard would encourage service stations to provide dumping stations for the use of this potentially good customer for fuel and services... " The Self- Contained Movan"

The Association through Eycke Zimmerman conducted Workshops throughout New Zealand in 1976, 1977 and 1979 to explain the scheme and educate Councils and enlist Testing Officers to issue Warrants to members with vehicles complying to the Standard. Many of those Testing Officers are still at work today among the membership.

In 1980 we again circularised all local authorities with information on Dump Stations, and from this letter on, we began to perceive an awakening of interest in our ideas on mobile self-containment, and the provision of waste disposal sites.

Tourist Coaches 'came in on the act', and one of our daily chores became the answering of letters on the subject, from Councils, Tourist Operators. Motor Camps, Service Stations and the like.



A line up of Toilets and self containment equipment for inspection.

Apart from the support of the NZMCA Executive. Testing Officers, The Forestry Service and some Councils, the first tangible reward came in 1985, when the Camp Ground Regulations were reviewed, and the idea of 'Limited Service Camping Areas' was legalised, and our Dump Station Diagram published. We had had considerable correspondence with the Health Department Committee undertaking that revue, and at last our ideas had 'got through' to where it really mattered

The next reward came in the late 1980s, when the Ministry for the Environment was founded. They were a new ministry looking for a cause, so when the dumping of waste from caravans was brought to their attention, they began following up on the problem.

Eycke was contacted by a member of the new Department of Conservation, and attended many meetings of behalf of the NZMCA from there on, along with representatives from the above and the Departments of Health, Tourism and Transport.

1987 went down in NZMCA History, as the year Self-Containment Scheme "came of age. Recognition was given by the MINISTRY FOR THE ENVIRONMENT, to the non-pollutant qualities of Self-Contained vehicles, at the meeting held in Wellington in October and attended by Eycke Zimmerman and Barry Thomson. And the expressed intention of the Health Department, Department of Conservation and Ministry for the Environment to consider the adoption of the NZMCA Standard

as a "Code of Good Practice" definitely stands out as a milestone for the whole scheme.

Into the bargain - Health Department agreed to withdraw its blanket objection to the installation of Dump Stations at places other than Motor Camps, and the National Roads Board stated it had no objections to overnight stays in lay-by's by Self Contained vehicles. As long as no traffic hazard was created and no litter left behind. This last was felt to be very significant, as many NZMCA members have been asked to "move on" on occasions in the past. It is important to note, that the NZMCA was one of the first bodies to be invited to this vital meeting - organised by the new Ministry for the Environment. We were recognised as the only organisation to have made any significant contribution towards solving the problem of environmental pollution by human waste deposited from motor vehicles.

It was essential that Dump Stations were established at suitable geographic intervals, so that holding tanks could be emptied into them, and there was no temptation (or necessity) to do otherwise, and thus cause mess and pollution. This fact now had official recognition. The dump station numbers increased dramatically, with many installations initiated by NZMCA members. This input from the NZM.C.A. was very important, and dump stations at Kawakawa, Orewa, New Plymouth (Z), Timaru and Dunedin were all established that year with NZM.C.A. member's advice. It worked something like this: We received an inquiry from a member or outside agency for dump station information. We sent them all data on hand, and also referred them to the nearest Testing Officer.

Occasionally we were contacted after the event. Whilst in Dargaville we were proudly shown the new Dargaville Dump Station behind the Museum, and only our advice on signposting, and on access was sought. That one was first class for any size of vehicle - as was the one in Timaru.

In 1991 copies of the new National New Zealand Standard, Self Containment of Caravans, Motorcaravans and boats were distributed to the testing officers along with a new questionnaire based on the new standard. Under the new standard a 25mm outlet was allowable if the grey holding tank had less than 80 litres capacity, although it was slow to empty and the 75mm valve and hose was still the best. The new standard also allowed for warning devices to tell when the tank was

full, to overcome the situation when the waste holding tank was not larger than the water tank.

In the June 1991 'Environmental Update' from the Ministry for the Environment, there was a whole page devoted to the Self-Containment Standard. In one paragraph it stated District & City Councils could use the Standard as the basis for drafting By-Laws - to restrict camping on roadsides, scenic reserves and beach reserves. And later on it said, Compliance with the Standard for Sewage and Sullage Self-containment is optional, but owners of boats and caravans may choose to obtain a warrant in order to gain access to areas where freedom camping is restricted. So - the Self-containment Standard was to have real value at last - particularly in some very desirable places one might wish to stay.



The public dump Station at Clinton.



Claude Lundberg and Brian Watson (fifth and sixth from left) at a 1991 Rotorua Dump Station opening.

This was the very thing the NZMCA advocated away back in 1976 - when the NZMCA Self- Containment Standard was first established, and copies sent out to all Local Bodies in New Zealand. A significant event for Self-Containment occurred in 1998 with the computerisation of all issues and records and being handled by the paid Office staff.

Following Eycke Zimmerman's retirement there have been a number of Self Containment Co-ordinators including Brian Ogle, Les Gibson. Neil Fleming, Greg Stilwell. Lindsay Port and Bruce Stanger who have all had considerable input into the revision of the Standard to the present NZS5465:2001.

The Self Containment scheme, one of the Association's real success stories would never have survived without the nearly 400 Testing Officers since it's inception who have willingly given their time and effort on behalf of the NZMCA, and their names are proudly listed in club numeral order below.

BRUCE GREEN, COLIN ARCHER, VIV MASON, JACK TIBBITS, NORRIS & LORRAINE BROWNE, TED BALDWIN, STANTON LOVATT, JACK LARSEN, MAURIE WYLIE, KEITH DARRAGH, CHARLIE CLOUSTON, PETER MORGAN. TOM GILES, JACK BROWN. JOHN SPAIN. EYCKE ZIMMERMAN, IAN CAMMOCK, DOUG LAURIE, NELSON HOSKIN, BARRY BLACKFORD, PETER MORRIN, BRIAN OGLE, KEITH VAUSE. PETER HEATHERINGTON, ROBIN TAYLOR, KEN AISLABIE, TED WITHERS, CHRIS FORRESTER, GRAHAM MORGAN, RON WING, KEN BURGESS, JIM SHARP, RON HART, BARRY FABISH, PETER ROSVALL. GARTH PHIPPS, ARTHUR RUSH. RUSSELL LAURIE, TREVOR MITCHELL, CARL PERHAM, KEN HARGRAVES, REX PAYNE, BILL ELLIOTT, WALLY GOULD, ALAN WATT, BRUCE WIX, CES MILICICH, PETER HOWARD, A. ROEBUCK, MIKE ISAACS, BILLMOORE. IAN CORBISHLEY, JIM BEALE, SNOW HANSON, TOM WALKER, DOUG GILLESPIE, JEREMY GOUGH, IAN PETERSON, TAU HAWAIIKIRANGI, BRIAN WATSON, PETER ZERFACE, TED GOWAN, BOB KIDD, TERRY DELBETH, JOHN STEED, GUS WALKER, BOB ORGAN, TED MORTON, GRAEME MORGAN, KEN SPENCER, LES WRIGHTSON, COLIN DAVIS, ROSS MANDERSON, E. CARLYLE, LES SUTTON, KEVIN SWEENEY, BILL SHAW, BOB IVANOFF, PHIL SIMMONDS, TONY SMITH, RAY BUTLER, ALAN DALTON, IAN GALBRAITH, GREG RONALD, PAT BENNETT, NEVILLE KAY, STAN FIELD, STEWART PATERSON, RAY LENOEL. BARRY MCKENNA, HANS AUDIER, KEN WILSON, JOHN

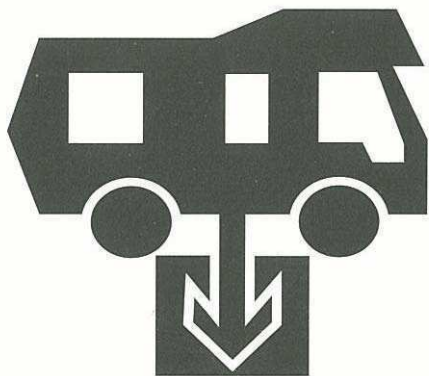
COLLEDGE, MURRAY BALL. ARTHUR LYNN, ALAN HUNT, RAY YOUNG. RON MALIN. LES RAMSHAW, GRAEME SKILL, KEN DARRELL, BARRY THOMSON, TONY LOVATT, JIM CHESHIRE, JACK KENT, ROD CRAIG, JULIAN ARNOLD, NICK & BETTY BRANNIGAN, HEATHER HILLS. GARRY MCNICHOLL, BRIAN PURDIE, KERRY MCALPINE, JOHN HARNIESS. RAY ARMIGER. SELWYN FOWLER. BARRY IRELAND, LES GIBSON. REX JOYCE, CLAUDE LUNDBERG, FRANK CLARE, PETER MCWTOSH, HENRY SHICK, KEITH ROBERTS, RAY ADAMS, ROY TAYLOR. HENK BENNENBROEK, PAUL GRAHAM. IAN THOMAS. JOHN OLIVER, KEN AUKETT, TREVOR & LEAH LAWRENCE, NEIL DYET, VIC MCVEIGH, COLIN TAYLOR, BEN UNCLES, IAN LAWSON, KERE & EDDIE GRIFFIN, IAN WALKER, TREVOR TOWNSEND, GREG LOVATT, JOHN CLULOW, IRWIN BRACEGIRDLE, DON TODD, DON NEWTON, GRAHAM BOE, JOHN & LINDA FITZGERALD, COLIN SHAW, PETER TORWICK, GEORGE WALKER, ALAN HORTON, BILL BERNASCONI, PHIL DOWNING, DOUG WATSON, MERVE HANNAM, BOB CAMERON, JOHN BOS, BRUCE & HEATHER STANGER, DARCY KENNARD, ROBERT DEANE, WAYNE FRANCIS, TED SMITH, NEIL STAMMERS, NORMAN SYMONDS. MIKE LISTER, BRIAN CHRISTIANSEN, DAVID WARWICK, GRAHAM GRUBB, COLIN MALONEY, WALTER HANSON, ROSS HOLLOBON, KEITH & SHIRLEY DAWES, JIM POOLEY, FRED HARDER, HENK GROOTHUIS, BILL MCKENZIE, BOB MCLAUGHLAN, TED MEAD, PETER NISBET, VINCE & JO HEATLEY, BRUCE CASH, JOHN TURNBALL. TERRY ZACHAN, PETER VAGELDER, CHRIS VERMEULIN, NEVILLE & FAYE BUTTERICK, DOUG PHELPS, KEVIN WHITHAM, BILL JOSEPH. LINDSAY WALSH, JIM MARSDEN, IAN CLARKE, JOCK & ISABEL PATERSON, LES JENNINGS, NAN SELL, JOHN MORAN, JIM CURTIS, KEN BARNETT, TONY REYNEVELD, MALCOLM & VAL SERVICE, JIM BAK, MAX HYDE, VERN O'SHEA, JOHN & JUDITH CHAMBERS, BARRIE ALLEN, SELWYN STRINGER, NEIL FLEMWG, HENK EDEN, LESTER JENKINS, MARIE & PETE PARSLOE, ALAN DEVITT, ALEX O'DONNELL, SNOW EGGERS, DON VEITCH, BOB WELCH. SID LAMBERT, FRANK WILLSON, PAUL LAMMAS, GORDON SANDRI, BRIAN HALL, DALE HURLEY, BILL BUCKLAND, GRAHAM THOMAS, IAN THOMAS, REG GREAVES. JOHN & JILL WHITCOMBE, PAUL MORGAN. ANNE BROWN, JACK & MARIA VLAS, JIM GRASSICK. CHRISTINE & PAUL FREE, BILL REEVES,

KEN HAYCOCK, CLIFF TAYLOR, DAVID BOWIE, BOB DALEY, JOE JACKSON, NORM EVANS, ALAN PORTER, CHARLES NEWPORT, BERT FREE, ALLAN JONES, TREVOR JONES. DENZIL HAGUE, VAL BARR, BRIAN HALL. RON HARRIS, RON GOMAS, SONNY CROW, GARY YARDLEY, LESTER BULMER, BRUCE MCCOLLOCH, RUSSELL MCDONALD, BLUE HORN, LLOYD AGNEW, BRIAN KING, DAVE RITCHARDSON, HUGH COUGHLIN, GORDON HUMFFREYS, MALCOLM LOCHEAD, GORDON FENDLEY, GEORGE KIDDLE, PETER MARSHALL, PETER FLETCHER. LINDSAY PORT, ALAN BRIDLE, JOHN STEVENS, JOHN NORMAN, DES CARTER, NEIL LARSEN, TERRY RICHARDSON, JOHN HUNTER, TOM READ, STAN TUNNICLIFF, DAVID GILCHRIST, BOB LEATHAM, CORK RUIHOOP, RON BELK, ALAN & KARYN KERWIN, WARREN PEPPERELL, JOHN OSBORNE, BRUCE HAYWARD, JACK SANDS, BARRY SUTTON, STEVE EDWARDS, JOE HIGHNETT, RAY BUTEL, PETER JOHN S, ROGER WALLIS, DON MCINTYRE, RON CROSLAND. ERNIE ELLIS, COLIN KENNARD, IAN SIMMONDS. WALLACE MCROBBIE, MARGARET TAYLOR, TOM HAZELWOOD. STUART CROSS, GARY LODGE, CHRIS SAVAGE, MICHAEL CONWAY, KEN BUNN, BRYAN WATERS. ROBIN HUNT, IAN STEWART, BRUCE RITCHARDS, JOHN RETTER, NORM RITCHIE, DEREK WHEELER, ED KEVEN, FRED STADE, GREG STILWELL, GORDON MURDOCH, BARRY DONOVAN, BILL HUNT, IAN HUNTER, PETER VERSLOOT, LYNNE & REX DELAHAYE. BILL MAUGHAM, CHRIS AITKEN, PAT BAKER, MURRAY SLATER, KEN HAWKINS, PHILIP GIBBS, GEOFF BEARD, IVAN SCOTT, JOHN PAWSON, ARTHUR OLDER. BARRY CHAYTOR, ALAN THOMSON, TREVOR BROUGH, ALLAN SPARKS, MERVYN HORE, MORTON BROWN, JOHN & KAREN SCOWEN, DOUG HONEY, ALWYN KNOWLES. ALEX MCFHEAT, DAVE DAWES, KEVIN DURSTON. MIKE GEE, TIM WELLS, TERRY SMITH, RITCHARD STEMPA, JOHN BISHOP, JIM WILKINSON, NAN BLACKBOURN. BILL ISLES, ANDY CROSBIE, PAUL GILBERT, LYALL COPE, CHRIS KINGDOM, KAY & RUSSELL CAMPBELL, GRAEME PINE, CHRIS BIRD. BUNTY MEYER. BRIAN ALLEN, PAUL MCEVOY, TREVOR MUNCHINGTON, DARRYL HOLDEN, DON & GAELE NISBET. ROBERT BAILLIE, KEN CONWAY, RON CARSWELL, KELVIN BANKS, MIKE WOLSTENHOLME, BARBARA & JOHN WARNER. NEVILLE STIRLING, BOB JONES, BRIAN DAKIN, DES WOOD, MAURIE MCNAUGHT, BRYAN RITCHARDSON, EDDIE EAGELE, FRANK

MEAD, PETE PLEYDELL, IAN WHYMAN, GRAHAM GIBSON, KEN & JANETTE JONES. HARRY WRACK, RAY BUTLER. CORB WHITTON, KEVIN & WENDY FLANNIGAN, DAVID BROWN, RITCHARD TANNANT. CHARLIE HUBBARD, NICK WELLS. ROB MCILROY. ARTHUR RENDELL, ANDREW DONALDSON, ROSS O'REILLY, BEN TAYLOR, NEIL STEWART, ALAN EDWARDS.


There have been various incentives tried to encourage members to become self contained and continue to be retested, including giving free bottles of toilet chemical. Many areas now hold 'Self Containment Days', which give members the opportunity to have their vans checked without having to be at a rally. Members with vans under construction or still not self-contained being able to discuss the requirements necessary to get them up to the standard.

In September 1994 it was decided there would be no charge for renewal of Self Containment Certificates. The fee of \$10.50 still applied for new tests. Later it was decided to issue Self Containment Warrants at no charge to members, and in 2003 for a trial period the Association has rewarded Areas 10 dollars for every Warrant issued. This has been so successful it has continued, with presently over one third of all members having their vehicles Self-contained.



Self containment dump sign.

The Hanmer Park Over

 The land at the Hanmer River bridge is an area of approximately ½ hectare, and is situated between State Highway 7A and what was originally the old road into Hanmer. The area was covered in gorse and broom, and had been in use for camping for about 30 years. In 1989 Peter Heatherington (Resource Officer) and Chris Bradshaw (Canterbury Area Chairperson) attended community meetings around the Hurunui District in conjunction with the Reserves Management Plan. After the meeting at Hanmer Springs in January 1999 it was decided to do a feasibility study on the site at the bridge. This involved meetings with Transit NZ, LINZ, DOC, Hanmer Springs Community Board, Hurunui District Council and Baileys. The lease was finally signed in February 2001.



Canterbury members clearing and planting the 'Hanmer Parkover'.



Eight vans turned up in March for the first working bee, and with loppers and grubbers the hard work began. Each month members would visit Hanmer for five days of hard labour. Each evening they would pile into a couple of vans and go into the hot pools to revive the body for the next day's work. They were about halfway through the clearing when Brian Richardson brought his digger, and the clearing was completed. All the broom was put into piles and burnt. Dave Whitlow and Keith Mason were designated to plan the landscaping, so for the next few working bees, fences, signs and gates, were put up and the planting began. The Canterbury Area has regular working bees to keep the Area maintained with the 'Hanmer Parkover' being enjoyed by hundreds of members from throughout NZ.



Achievements and Future Plans



Our little Association has come a long way in its 50 years, and the original aims of providing a family orientated club for anyone owning or interested in Motor Caravans, has surely been achieved.

We have become an Incorporated Association, with an impressive number of members throughout the length and breadth of both islands of New Zealand, and have a liaison with other related Associations both in NZ and overseas.

We have established a National Office with paid staff including a full time Resource Management Co-ordinator.

We operate a mail drop service for members who are travelling and don't have a permanent postal address.

We have Eftpos credit card facilities for subscription and stock purchase payments by phone/fax or email.

We have our own group insurance scheme, which caters for motor homes and their contents.

We have established our own web pages on the Internet, and publish a bi monthly magazine, an annual membership list, travel directory and handbook, to keep members in touch with each other and with recent legislation.

We have established a standard of self-containment to prevent the haphazard development of unsatisfactory sanitation systems.

We have established a nationwide discount fuel card system.

We have leased our first campground at Onaero Bay, Taranaki, and have purchased our first property at Takapau, Hawkes Bay for use as a parkover.

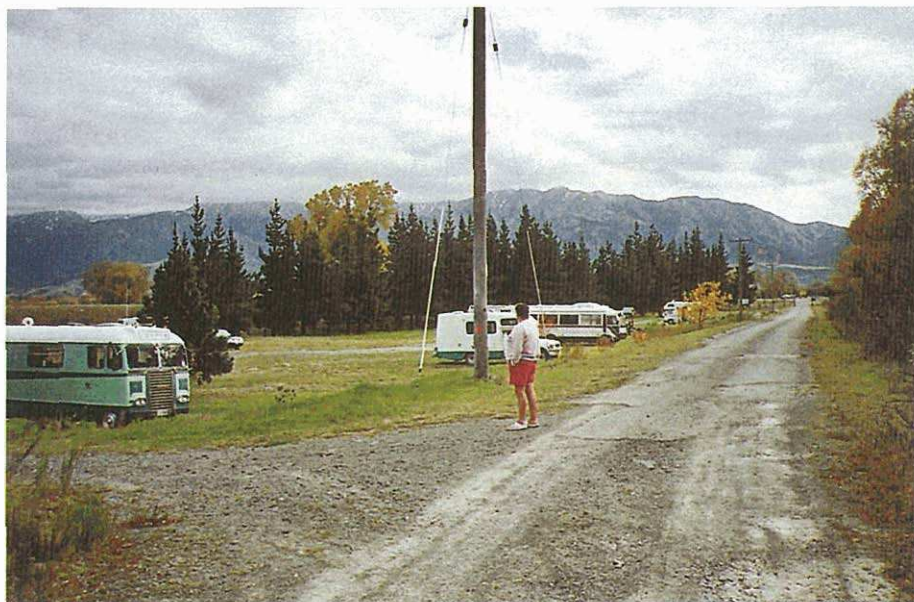
We have an established network of private and Government owned parkover properties for our members to park inexpensively overnight with peace of mind.

The story simply has to be told of the amazing circumstances behind the purchase of our first Association owned unserviced ten van Parkover, the type of which had been recommended for priority by the



Onaero Bay opening day.

2005 Forum. An advertisement appeared in the Otago Daily Times newspaper on 6th of December 2005 for a section for sale in Kaitangata a small coal mining village near Balclutha for the sum of one dollar. This was noted by the Vice President in Dunedin who tracked down the seller through the internet whitepages to an address in Mount Maunganui. As the seller's phone understandably was continuously engaged, and John was leaving to inspect a property for a POP in Alexandra, he rang the President in Auckland to keep ringing



Hanmer Parkover.

the seller. Seeing the seller lived in Mount Maunganui, Wayne rang the Association public relations officer in Tauranga to actually go to the sellers address with a cheque book and make the deal. Dick made contact with the seller, who had put the dollar price as a gimmick and was eventually successful in negotiating a \$6,500 price, with the TV News who had arrived also, as witnesses. On John's return journey, he detoured via Kaitangata and tracked down the property by asking the locals at the pub, photographed it and emailed the photos to all the Executive to show them know what a bargain the Association now owned. Dick not missing a heaven sent opportunity to advertise the Association was quick to point out to the TV News how we are purchasing "safe haven" properties for the ongoing benefit of our travelling members, where we can spend a night or two and carry on our way.

Our present and long term aims are to continue to promote and be recognised as the authority on Motor Caravanning in New Zealand.

By encouraging among members a concern for the environment, by warranting those motor caravans, which comply with the Self-



Our Kaitangata property on the day of purchase.

Containment Standard and are thus non-pollutant, by bringing this warrant to the attention of local bodies for their recognition:

By requesting access to more remote parts of New Zealand for warranted movans which have little impact on the environment: by supporting the provision throughout the country of limited facility camping areas for self-contained vehicles:

By furnishing technical assistance and information in the construction, maintenance and planning of motor caravans, by seeking to have the legal position of motor caravans further clarified within the Transport Act:

By providing for the social and recreational needs of members, and by continuing to be a happy "Family" Association for all who are interested in Motor Caravanning.



Members at the under 2000 Reunion in March 2002.

Reflections

The following articles are member's reflections of early motor caravanning.

A MOVAN TOUR IN 1923 Memories from Fathers Diary. Eric Bodley. 4694

My grandfather and father Tom bought one of the first motor lorries in Wellington, a Denby. With their fleet of milk floats they were the main milk vendors and pioneered pasteurisation. When they were bought out by the City Council, dad decided to explore the North Island for a future home. With gypsy caravans in mind he bought a 1914 Baby Grand Chevrolet car and a 'Smith Form-a-Truck' kitset

"Remove the rear seat, the rear wheels and springs from the car chassis. Fit the car back axle up to the chassis with the U bolts supplied. Fit sprockets to the car hubs and chains to drive the heavy wheels with solid rubber tyres giving a 2-1 reduction".

So with a plywood body and the appropriate name 'Haere Ere' he was ready. We were my Father and Mother, Tony, the black cat, Francis, aged one and myself aged four. We left Wellington on 20 December 1922, stocked with food and benzene boxes containing two four gallon tins each.

In holiday mood and the movan style we were still only thirty or so miles from Wellington on the third day at Raumati Beach, then a farming area. I made friends with a six year old girl from one of the few houses in the district. Tony, Francis and I needed fresh milk daily but that was no problem as farmers everywhere were most helpful with milk and fresh fruit and vegetables, often refusing payment. My Mother had brought a stock of toys for gifts and these were gleefully accepted by the children on such occasions. Near Manukau we exchanged greetings with a Maori roadman who was intrigued by the name 'Haere Ere' and translated it as "travelling for pleasure". Dad soon had doubts about that for soon the engine lost power and we struggled on to a suitable campsite. Next morning he found that the

distributor drive had jumped a cog. Soon he had the engine running sweetly and we went to camp near Levin. Next morning was Christmas day. I was delighted to look out of the van and see a toy train running merrily round on a circular track. This was one of the highlights printed indelibly on my memory. We enjoyed a happy rest day.

Next day we drove through Foxton and on to Palmerston North. We were now nine days and a hundred miles of narrow metalled road away from Wellington. It is hard today to realise today that all that gravel had been extracted from river beds with long handled shovels and tip drays. I was not until about 1936 that Minister of Works, Bob Semple, introduced small bulldozers. I remember a photo of him driving one of them over one of the old wooden wheelbarrows. Front-end loaders did not appear until the late 1940's.

We camped down near the river at Palmerston North where there was even a piped water supply, that is to say a cattle trough from which we drew water by turning the ball cock upside down to make a fountain. At least there were no camp fees in those days. We were taught a lesson there, don't camp in a low-lying area by a river, for at dusk the van filled with mosquitoes causing us an uncomfortable night in their company.

Next day we stocked up with several boxes of benzene, having used 16 gallons since Wellington. At the same leisurely pace we took two days to reach Wanganui and eight more days to New Plymouth. Nearly there the engine ran hot and the ignition switch had to be held on by hand. When that became too hot to hold Dad had to connect a wire direct from the battery and so limped into town. The Chevrolet agents found a cracked distributor and the generator needed repair.

We were allowed to remain in residence in the yard at the rear while the repairs were done. Several new parts and eleven hours later the job came to a total of three pounds, one week's wages. On 11 January the repairs completed we moved to a quiet spot near the breakwater. However not for long as a brass band arrived and struck up a few yards away and serenaded us for the rest of the evening. Next day we had a swim and a launch trip with some locals. Then rain set in for several days persuading us to wait until it cleared before setting out for Waitara.

Continuing North we climbed over Mt Messenger (1,100 ft) without difficulty, but soon bogged down in a half-mile stretch of

porridge like clay. By using chains we managed to carry on to a campsite before dark. Next day was fine and we proceeded on a very soft sandstone road but bogged down again even with chains on. A truck driver coming in the opposite direction tried valiantly to pull us clear without success and nearly shared the same fate before continuing southward. After three hours work with shovel and jack we were finally clear to drive on to Tongaporutu. In the morning I walked with my father down the river to the wharf where the scows came in. A fisherman lent Dad a line and also gave me one to keep me amused while they tried their luck. The adults caught nothing, but I caught a herring and then a huge Schnapper." I well remember that. The unexpected tug of the line nearly pulled me into the river.

After a delicious lunch the Mokau River was crossed on the punt ferry and we reached a good campsite at the base of the Taumatamaire hill. The hill was climbed without difficulty except that Dad had to chop up a large tree fern which was lying across the road. After stopping to buy eggs (2/9 a doz) rain came on again and the clay road rapidly deteriorated. Soon the caravan was axle deep in mud and Dad was obliged to use the jack to get us clear. This however broke the jack and when we reached an even bigger bog hole, the only solution was to cut down tree trunks and make a corduroy road over the bog. The job could not be completed before evening, and we spent an uncomfortable night with the caravan at a precarious angle on the steep road.



In the morning Dad walked a half mile along the road and found five more bog holes as bad as the first one. The rain was coming down in torrents and wet to the skin he toiled all morning to complete the cover of these further obstacles. By lunchtime only three more fern trunks were needed to complete the job. Then while having lunch Dad was surprised to hear shouts and see a team of four large bullocks pulling a car towards us. Mr Soles, the bullock driver looked askance at our corduroy roading as he said the bullocks could not walk over it. Dad was obliged to wearily throw his day's work over the bank and allow the bullocks to pull the car past the caravan to safe ground.

They then came to our rescue and pulled us through each bog hole but had to be unhitched between quagmires. On the steep clay road the car slid down too quickly for them to walk ahead. By this process we at last negotiated all the obstacles. We reached Stoney Creek in time to park for the night amidst magnificent bush. It is hard to realise today we were on the road from New Plymouth to Auckland, but the new road had not then been blasted out of the cliff in the Awakino Gorge. Our trip continued on a metalled road to Piopio. The scenery was magnificent with great limestone bluffs looking like ruined castles amidst luxuriant bush. We camped for two nights near a stream at Te Kuiti before going over a tolerably good road to Waitomo. The drive through to Hamilton was pleasant and uneventful and we camped on a farm near Ruakura State Farm. I remember also parking below the Town Bridge and watching the big paddle steamers unloading. We had a good drive to Cambridge and on to a campsite at Tirau. A rough unmetalled road took us to the next campsite at the Mamaku turn-off. Dad found several broken leaves in the front springs so it was careful driving to Rotorua to park where the springs were repaired next morning and we drove on to Waiotapu. Another day on a bumpy dusty pumice road took us to Aratiata rapids and the Hub Falls. At Taupo we stocked up with fresh provisions and cases of benzene at 4/96 a gallon in preparation for the 97 mile journey over the mountains to Napier. We made it in five days and even though farms were few and far between, we had no trouble obtaining fresh milk and a variety of fruit and vegetables. We stayed at Havelock North for several weeks with friends on an orchard and my father decided to buy an orchard himself. The journey continued on 6 March with stops at Waipua, Danvirke, Woodville, Ekatahuna, Masterton, Mangaroa and Horokiwi, arriving home after 85 days on the road.

LIFE BEFORE THE NZMCA

Stancie Paterson-Walsh. 4894



The 1922 Hupmobile straight eight car converted to a Campervan in 1936/7 by Jeff Lash, in Waimate, South Canterbury. Seated on the running board, Stancie Lash, Mrs Lash, on seat, and Mrs Skilton, Jeff's sister, on the deck chair. Taken at the Pelorus Bridge Motor camp in 1939.

Long before there were black, grey or Fresh water tanks, gas cookers, hot and cold running water, solar panels, fridges, built in showers, cassette toilets, television, radio or even the brain child of the Anderson's and their Friends, conceived the NZMCA, I was privileged to enjoy the comfort and convenience of a motor home.

The 1922 Straight 8 Hupmobile had stood in the corner of the garage for as long as I could remember. Dad, a WW1 veteran, after the loss of most of his light leg in Belgium, had rehabilitated at Wolver Hampton engineering works, training as a motor engineer.

About 1921 he opened the Waimate Central Service Station, and somewhere about 1929 salvaged the "Hup" from the river, in the Waimate gorge, during a storm. As the owner was an Australian, touring the country, he wouldn't release the car until the repairs had been paid for. The ownership papers arrived in the post some years

later accompanied by a letter signing the car over to Dad in lieu of payment.

Recent "Popular Mechanics" had featured the latest rage in America... RV'S (Recreational Vehicles) and they appealed to Dad. He studied the plans and layouts and pulled the body off the "Hup", reinforced the chassis and fitted a pair of tram springs underneath. He laid a tongue and groove floor, with the most overhang mechanically viable over the back and the running boards. A frame was built of 2x1 dressed Oregon and covered with Swedish hardboard, which was very thin, very strong, and could be bent into a curve. A back window was cut to give rear vision and two side windows were set in one sheet of hardboard and hinged at the top so the whole lot opened out. The roof was curved, (with many prayers and very carefully) both front and back.

The original windscreen was built into a frame and doors made to fit the body on an angle, the windows wound up on a bike chain. The running boards were utilised for storage lockers, a shelf above the windscreen held toilet gear and mysterious collections of odds and ends which came down on our knees on several occasions when we hit an unexpected pot hole or a scoured out ford.

There were top and bottom bunks across the back and another pair along the driver's side. They were 28" wire wove bases with mattresses made from oat cavings. The top one was hinged with the ever-useful bike chain and folded down to make the backrest of the sofa. The mattress had to be well tied on with cord. At night the bed was swung up and shovel handles with a nail driven into each end were fitted into holes for legs. On the other side was a cupboard: the top half open and a table fitted there for meals. It was hardboard with a frame to reinforce it and hooked to the cupboard with curtain wire hooks and eyes. The legs were hinged. At the end of this was a bench with a small coal range complete with oven. When that wasn't in use we used a primus stove on top of it.

Clothes lived in suitcases under the beds. When we were travelling the crockery and pots were carefully wrapped with paper and packed into white pine butter boxes, (remember those?). These doubled as a cupboard under the dash when in camp. The inside was painted pale grey with a light blue roof (supposed to fool flies into thinking it was the sky) and Mum made bed covers with autumn coloured cotton

material called cretonne, and little drapes with Frilly organdie curtains at the sides.

The outside was painted "Forest Green" up to the window panel and the top was Aluminium. A little brighter colour was introduced with Carmine Red trims. A striped awning could be hooked onto the wall above the windows held up on tent poles and guy ropes. We carried a metal safe we hung in a tree or stood on a box and a final luxury was a small bell tent made by Mum From heavy unbleached calico and pitched a short distance From the camper when we were "free camping". Inside was a toilet seat Dad made into a stool with folding legs and that fitted over a hole dug in the ground, with his army trenching tool? The tool was left there to throw soil into the hole when it had been used.

We carried a large terracotta flower pot, which was dug into the ground when we planned to stay a while, and filled with water that gradually seeped out the hole in the bottom and through the sides. With a lid and a wet sack it formed a rough 'Fridge' to keep butter, meat and milk cool. We carried two green two-gallon petrol cans of fresh water and two red cans of petrol to fuel the primus and for spare petrol. They, with the tent, tools and the awning were stored in the space between the running board and the floor. When we arrived in a camp we were the subject of great curiosity and envy and in our years of travel only ever saw one similar vehicle...

Our travelling seats were bus seats bolted to the floor. When we neared our destination it became a real time trial for me to get down with a spanner and loosen the bolts and remove some of them, so that, as soon as we stopped, I could whip the seats out beside the van. While Mum got the primus and a cup of tea going, Dad would lift the back on the springs and I would fit a pair of trestles (two pieces of flooring hinged at the top) to level and stabilise the vehicle (rather necessary for Dad's balance with his artificial leg). Within ten minutes we could be sitting inside or out with our cup of tea. Sometimes, always at Kaikoura, as we passed through town we would stop and buy fish and chips and place them on the hot motor while we did our 'chores' and would be sitting down eating a hot meal within that ten minutes.

When it came to putting it on the road, a dilemma arose, as there was no category in the registration of motor vehicles to cover a 'house on wheels'. It was decided that it would have to be registered as either

a hearse or a fire engine. Needless to say the fire engine was the only choice!

Our first outing was held up by the 1937 polio epidemic. We had worked hard to get every last detail finished and Mum proudly bought a special dinner set with flowers all over it especially for the caravan. We were going to Invercargill for a very important Masonic Lodge Installation, then a week or so before I went down with polio. Dad and Mum were quarantined for two weeks, but I was in hospital for six weeks in quarantine. So our first outing was to Christchurch for visits to a Specialist and a Physiotherapist. This not only gave me mobility but a career. There followed visits to friends and relations around Canterbury, which took us many weekends away.

Christmas 1937 found us venturing south and we stayed at Hampden motor camp, just south of Oamam. Dad loved talking, and Xmas dinnertime saw him engaged in conversation in the middle of the camp. The leg of lamb was cooked to perfection, the mint sauce and gravy made and new spuds and peas ready. Mum sent me to call Dad. Five minutes later I tried again. Still he talked. In desperation Mum put her head out the door and waving a tea towel yelled. "Dad!!!" She caught his attention and he turned, "phone" she called. "oh! Right!" and he hurried over to the van, before he realised he had been conned. He went inside to carve the meat, leaving the other campers looking at each other in amazement. "They've even got a phone in it!"

Another well remembered event was New Year when a policeman on holiday rounded all us kids and our fireworks and organised a real Fun evening, keeping us playing games until dark then supervising fireworks. He had a wheelbarrow borrowed from the camp, full of sand and personally lit all the sky rockets and dangerous fireworks himself, from a candle, with us at a safe distance. Then we were allowed to let off the safer ones, but any nonsense, like throwing them at each other was quickly stopped. We had a lot of "Squids" which were long tubes, folded many times and tied to keep together. The fold stopped the immediate ignition of the next section, and it would shoot off on a different tangent. Our cop lit one and threw it on the ground and it promptly headed for him. He jumped away with a yelp. Everywhere he jumped the squid followed him and he clowning around in mock terror until the cracker was spent, and left us falling around in fits of laughter.

When it was all over we had to pick up the mbbish and put it in a bucket of water in case any were still smouldering. Then it was supper

of fruit drinks or fizz, and bickies, at his expense I think. We saw the New Year in holding hands and singing "Old Lang Syne" with our parents joining in. It was by far the best New Year's Eve celebration I have ever had.. Not only did he give us a great night out, but also taught us how to handle fireworks properly.

We visited Hanmer several times as we **all** enjoyed the hot pools, and on his return from overseas Dad had supervised returned soldiers working in **engineering** rehabilitation at the hospital there. Mum wasn't the bravest of passengers and when we got to the bridge over the river she would make Dad stop and she would walk over while we drove. Mind you it was a bit scaly. It was just a deck with big planks, about 8x8 square along the sides, and it was an awful long way down. I wasn't too happy myself until I was about thirteen and Dad made me drive over it myself, and I realised just how safe and easy it was.

Xmas 1938 we headed for the country pioneered by Dad's father and other members of the family. We went via a very new and rough Lewis Pass to Spring's Junction and then over the **Maruia** Saddle to Murchison. We were parked for the night and Dad and I were sitting podding peas, when a very large brown and white bull pressed his nose against the back window and stood there watching what was going on inside. Mum, had just been outside and rushed in and slammed the door, but Dad just kept on podding peas and said, "He'll take himself off when he gets tired of watching us"

Our final destination was the ancestral farm, at **Rockville** over the Takaka Hill from Motueka, at the base of Farewell Spit. One of Dad's older brothers was **running** the farm and I was faced with a mob of male cousins I had never seen before and they were out to take the mickey out of this townie girl cousin. They had their work cut out because she could swim like a fish, climb anything, lie in the sun for hours without getting sun burned, could milk a cow, assemble a separator, and generally meet them head on. We are still firm friends to this day!

The war came and petrol went and the camper was put on blocks in the back yard. Dad went into the Air Force as a **flight** clerk on home duty and we shifted to Christchurch to be with him. Of course the camper came too. He was de-mobbed on V E Day and set to work to make the camper ready to hit the road again as soon as I finished school. He and Mum had decided to look for a suitable site for a motor camp in the North Island.

We set off for Picton, stopping in Kaikoura on the way. Disaster struck next morning when the engine wouldn't start. With standing all the war years the shellac (a thick glue/varnish) around the armature, had perished and melted on the way up and then solidified when the engine cooled and "gummed things up". With the help of the owner of the camp the offending part was removed and heated and they got it working again and rushed into position and we were off, but couldn't turn the motor off until we were safely on the boat in Picton.

Petrol was rationed and we were dependant on coupons saved over many months, and Dad's disability allowance for the car, so keeping the motor running wasn't a happy choice. Dad talked to the wharfies and they spread out the big net and Dad drove onto it and stopped the motor. When they were ready to load, the net was gathered up and attached to a hook and slowly it was lifted up and up. We all held our breath, wondering if the weight of the vehicle pulling the net tight would crush the flimsy construction.

When we got W Wellington, the net again picked up and the "Hup" lowered back onto terra firma. Dad tried to start it but no go so they pushed us away from the boat and parked us by a shed until the breakdown truck ordered through the AA arrived to tow us to a garage. That garage was in Taranaki Street, at the time a very sleazy part of Wellington. It was Xmas Eve and they were just about to close for the holidays. Dad explained what was wrong and ascertained that there was someone in Wellington who could rewind the armature....after the holidays.

The garage owner arranged with a builder across the road for us to stay in his yard until the job could be done. He locked us in and gave us a key, so we could get out and go down to the public toilets in Courtenay Place! And there we were for about five days. Our deadline, the boat, had been met and we didn't care. From here on out time was our own. When the holidays were over our armature was replaced, the engine kicked over and we went off and spent New Year at the Hutt Motor Camp.

We then travelled at a leisurely pace over the Rimutukas, up to Napier, Gisborne, around the East Cape, to Opoitiki and Ohiwa. (It was a very dry summer and we had to buy our fresh water around the East Coast). You can imagine what the East Coast road was like in 1946. The only time I was scared was when we met a service car at a place

we couldn't pass and Dad had to reverse about a hundred yards, - the service car driver wouldn't - and Dad made Mum and I get out "just in case". There were several times we had to back up to get round a corner. Another time we had spent several days in Morere and started off cold and for once the "Hup" gave up and again Dad had to back to where he could turn. He went back about a mile and took a good long run at it and she went up no sweat.

Those roads are still steep and when I travel over them I wonder at the reliability of that old bus. It was on this same road we came upon a bullock cart with four animals harnessed in it. Further still and we were chugging up a long hill to Tititiki and Dad said, "Have you got your penny ready for Peter? We must be at the Pearly Gate's soon!"

On reaching Ohiwa we thought we had found the perfect site to fulfil Dad's dream. In the nick of time a local warned us that the sea was eroding the coastline by several feet every time there was a storm and it would only be a matter of time before it would disappear into the sea.

So, after picking buckets full of the biggest Blackberries I have ever seen, we were on the road again.. At Whakatane we used the last of the petrol coupons and it didn't put much in the tank. The Service Station owner asked where we were aiming to get to and when Dad said "Tauranga" he said. "I think the Dairy Company could afford to lend you a bit. The cows are dry and there isn't much milk for them to pick up", and he gave us what they estimated would get us there. Dad said he'd get the AA to tow us the rest of the way if we didn't make it. We did, and parked up in an idyllic spot practically on the beach at Memorial Park campground. We drained the tank and got about a pint to fuel the primus.

And there we stayed. I had been accepted for Physio School in Dunedin and Mum accompanied me down and saw me safely installed before returning to Christchurch, where she met Dad and they collected the little Morris Eight, and returned to Tauranga.

Six months later they bought seven acres of farmland and over the next two or three years transformed it into a citrus orchard. Dad had abandoned the camp idea when he learned that the camping year was much shorter in the North than in the South, and camping not nearly as popular.

They had lived in the old "Hup" in the camp and she turned over and trundled out to the farm when asked. It was parked up to be home

for them for the next year or more, while they established the orchard and grew pumpkins and tomatoes for a cash crop. This didn't allow time for tripping and so dear old "Hup" stayed put and gradually deteriorated.

When the cottage they built was ready they moved in and eventually took the body off and it became the wood shed. Many years later we drove it to Waipukurau over the Taupo Hills, a real mean road then. It was just the motor, complete with the bonnet and floor. I think the driving seat was a box nailed to the floor, it must have got a warrant and registered though. It was intended to rebuild the camper but this never happened, and one day a vintage car enthusiast spotted it in our paddock and came to see if he could buy it. We gave it to him to get rid of it.

In all that time travelling, I don't ever remember a puncture or a breakdown except the armature. I have very fond memories of dear old "Hup". It put camper vanning in my blood and in 1990 I bought a 1967 Commer camper and joined the NZMCA (No 4894). The Commer was nearly as faithful as the Hup but I changed it for a 1987 Isuzu 6m bus. With a new partner (NZMCA 3504) and two campers later I still drive all over New Zealand enjoying my lovely country and the movanning life.

Ralda Green. 14

Bruce and I with our three children moved from our East Tamaki farm new year 1953 to enable our three year old son James to attend the Christchurch Sumner school for the deaf.

In Sumner we met George Tait who had built a small mobile home. As holidays with 3 children were not easy to take, Bruce decided to copy George's idea and built one on the chassis of our old Chev farm truck that he had used to take our furniture on to the South Island.

He started building the movan in 1953, getting help with the outside of the van from Colin Murdock, a university student studying to become a chemist. Colin became well known for his inventions and also a member of the NZMCA.

At last, in 1954, the Green's were able to take off and spend some happy weekends exploring the South Island.

George visited one night armed with an advertisement in the AA book seeking other interested people to join with a chap hying to start

a club, seeking to get the traffic department to help movan owners achieve lower traffic fees such as farmers enjoyed.

We didn't have 10/- to spare at that time, if we had of we would have become No 9. When we answered others had joined and we became No 14.

We returned to our North Island farm once the Deaf School at Kelston was opened, so we were able to attend the first Easter Rally in Gisborne with 8 other movans. It took us 2 days travel to reach there, arriving Friday and leaving early Monday morning for the 2 day return trip home. We enjoyed meeting foundation club members so decided to take our holidays each year and attend, the AGMs held at different beaches each Easter.

Bruce became President in 1963 and even though the club was still low in members it was growing and caused a lot more work for a young farming couple who by now had five children, and a too small movan. So now Bruce bought a forward controlled 1970 308 V8 crash box geared Ford. It used to be a railway bus and was also on a Northland school bus run. One time up North the ex driver saw our movan with the old run number that we had kept on for fun and was delighted his old bus chassis was still in use.

The club had started to grow with many members living in and around Auckland. Six or seven of us members would get together to enjoy long weekends at Martins Bay, Waipu, Ruakaka or Mangawhai.

The Auckland area was from Whangarei to Hamilton so we decided, as many members missed out getting together, we would invite members to meet at our house. I wrote to 42 movan members. We felt some would accept, but as everyone wanted to come we quickly hired the Whenuapai Viage Hall and drew a map on our front door for van owners to follow to the new spot. 84 people plus many children arrived.

We had a great night, and so decided to hold more of these gatherings. It was voted that the National committee members living in Auckland got the job of arranging rallies and get togethers. Nine vans came back to spend the night at our home, so more ideas were discussed on Sunday morning.

The club had grown so much by the time Colin Archer became President in 1968 that Auckland formed its own committee. At one time I held the job of Treasurer and opened a bank account for a fund

towards a tent as by now we had nowhere to meet at Rallies if it rained.

By now more folks had learnt about NZMCA and many were building or paying to have movans built. No toilets, showers or even bathrooms were inbuilt in those early days. By now we had left the Auckland club after our work in helping arrange balls in Whenuapai School Hall. Two in the Kelston Community Hall and enjoying the last one in the Bruce McLaren School Hall. We found it a lot of work when we ran a Mystery Rally to Jean and Ernie Sharps (no 188) bosses shearing shed at Te Akau, Ngauwahia. Auckland area numbers had grown, so future socials had to be held in halls, which became quite hard to hire.

Our movan opened up a new world for us. We were travelling home from a wedding in the South Island and stopped to have lunch by a lake, when a big American guy asked to look at our 'rig'. We asked them to share lunch with us. As we enjoyed Howard and his wife's company we invited them to stay over at our home when they arrived in Auckland.

Instead of an overnight stop they spent 5 days and nights. We had a great time and they made us promise to visit the USA in 1979 and go travelling with them. In May 1979 we arrived in San Diego bought a RV as they call them there and travelled the USA every year, often going north to fish in Alaska. Our last use of our USA movan was 2003 when we once more went down to Mexico after visiting friends in different States as we journeyed down.

Through the years we brought many movans to New Zealand for our son David, 912, to change over to right hand drive. We have owned three movans in New Zealand, each built in our backyard. David helped with No 3 Itsy Bitsy which is all fibre glass, one of the first in our club.

No 1 movan we sold after five years. No 2 after 31 years and our Itsy Bitsy we have travelled in for 14 years till 2004.

Bruce left this world May 9th 2004 so I brought our USA van back to New Zealand and said goodbye to a wonderful world that Bruce and I found by joining and helped grow the great world of the NZMCA. I intend going to as many more Easter Rallies as possible.

LIFE TIME EXPERIENCES

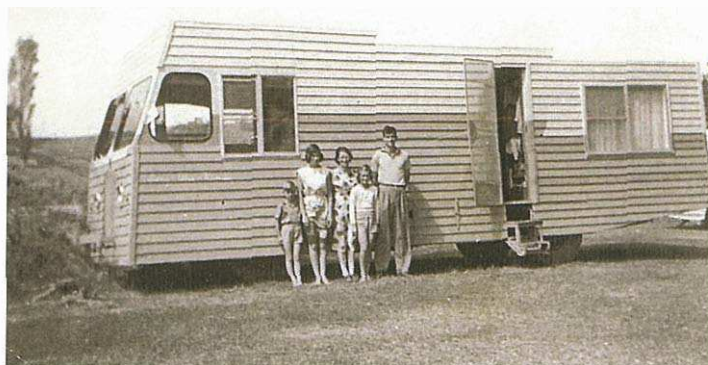
Dulcie & Ron Salisbury. 134



In 1948, Ron, my then husband to be, built our first caravan in his parents back yard in Upper Hutt. It was built on a one ton Ford chassis. and was 16 foot long. When completed it was transported by rail on a flat wagon to New Plymouth. From the rail there we had it towed to the Fitzroy Motor Camp where we started our married life together. It was like two separate rooms. The kitchen had a mottled blue enamel fronted wood stove. After 12 months our first wee daughter came to share our home.



We bought a Morris Commercial Truck and moved to Puniho near Okato. I remember the discoloured nappies from washing them in the bore water. Later we had moves back to Upper Hub and a section at Papamoa in 1952. There was again no electricity and we had to put another bore down for water. We were turned down for a loan to build as it was classed as an isolated area. We moved into Tauranga and built in Otumotai where another wee girl and boy made up our family. Wood and Metal teacher training in Auckland made for a lean year as we had to rent a house. Ron's first appointment was to the lower Hub Intermediate School in the early 1960's and we rented an old farmhouse near Pauatahanui.



While here Ron built 'The Long Weekender' and it would have been about this time that we met Gladys & Andy Anderson and first heard about the NZMCA. We soon joined and became number 134. The chassis of 'The Long Weekender' was formed from bolting Truck chassis together giving a length of 28ft. The body of this van was constructed of Douglas Fir, which ~~was~~ then covered with Galvabond (metal weatherboard). Ron's next appointment was to Raglan and he drove the van, which at that time was just a shell and stacked full of machines, timber, and everything imaginable. The van ~~was~~ made with a 6ft wall opening, this was in two parts, one opening to make the ceiling, the other folding downwards to make the floor as they butted onto the house. The large Wellstood Heatstore Stove, similar to an Arga, and situated in the van heated a 60 gallon hot water cylinder

also in the van and supplied the kitchen, washhouse etc, in the house. When we went on holiday we simply closed the two way opening on to the van, leaving a big gap in the side of the house which we blocked with a sheet of plywood. We took not only the kitchen sink with us but the whole kitchen as well. I well remember trying to bake a batch of peanut brownies as we drove along, alas the smoke came down the chimney, and I had to give up that idea. Surely our 'Long Weekender' was a forerunner to today's magnificent Self Contained Mobile Homes.

THE DAY WE TOOK THE PLUNGE

Colin Downs. 270

After thinking of buying a bus for a van for a number of years and not knowing of the N.Z.M.C.A. I approached the local vehicle inspector, inquiring of any buses that were no longer fit for passenger transport, I was informed of a 1946 F/C Ford that had been under the trees at Whakaangiangi about 112 miles up the coast from Gisborne. After vast inquires I found the owner, the condition, and also that it had been there for about 2 years. Without seeing it I took a gamble and purchased it for 15 pounds.

One Saturday morning in early October. 1965, 2 other mechanics and myself left home at 4 a.m., with a 3 ton truck carrying almost our complete workshop; a spare set of wheels, a solid towbar and spare fuel to try and collect our movan to be.

On our arrival at the scene at 7.15a.m. to find a rather shipped vehicle. The first thing was to locate the two halves of the diff housing in the long grass and bolt them together. Locating the rear hubs etc was quite a job until a little boy pointed to a shed in the scrub where the hubs, backing plate brake shoes etc were found.

As there was no power we honed the wheel cylinders: with a breast drill and burned the oil off what was left of the rear linings and got the rear end assembled, fitted the wheels ready to roll underneath. The next item was the springs and after finding enough leaves and using punch and a broken screwdriver for centre bolts we got the rear end in and on it's wheels. Then new pipes were made flaring the same with a centre punch (as the tool was forgotten) that end was ready to go.

Next, remove the front wheels and hubs and free the wheel cylinders, then hone and fit new cups. We put the front wheels on and

overhauled the master cylinder. After bleeding the brakes and applying pressure with the pedal, fluid was leaking from the master cylinder at a reasonable flow so it was decided to leave the pressure bleeder as a permanent connection for the trip home.

After greasing the steering and getting it to run with reasonable ease we found that the nuts on most ball joints were missing. As the supply of nuts was almost exhausted the stock of die nuts had to be used. A further steering inspection revealed no adjustment left in the steering box and we had 213 of a turn play in the box. The time was now about 2.30p.m. and time for lunch. After lunch we nailed in the drivers seat, which was the only one left in the bus, and had a stock take of what we had. This turned out to be easier than what we didn't have, as there was no engine, gearbox or insides for the diff, but we did have a driveshaft.

We connected the draw bar and set off for Gisborne at 3.45p.m. All went well for 112 mile, when the truck couldn't get any further traction on the thickly metalled hill. The local bus pro came to the rescue with a 7 ton Commer bus and hooked on the front of the truck and towed the relic to the top, we made Tiki Tiki by 6.30p.m. with a magnetic torch on the right front, and one of the mechanics holding a tail light in the rear window.

I was at the wheel having a hectic time with the steering, unable to see the road and the driver of the truck doing what seemed a terrific speed (30mph) trying to make the hotel for dinner. I rang Marg, and told her what we had, and gathered that she wasn't over pleased, as she then knew she wouldn't see me at nights for many months to come.

We left Tiki Tiki at 9.00a.m. and arrived in Gisborne at 5.00p.m. after blowing the right front wheel cylinder on the Tokomaru Bay hill, and having to block off the pipe. The pressure bleeder had to be recharged about every 8-10 miles, and 4 galls of brake fluid was left on the coast road.

Marg came and made an inspection, and agreed it was a worthwhile vehicle to convert to a motor.

After purchasing a motor, gearbox and diff and overhauling same. setting up springs, renewing the brake system, a complete rewire, new lights and other accessories I passed a W.O.F. test in early December. The engine was badly worn so a patch up was made until something better was found at the right price.

Then what was left of the roof canvas was removed and new roof bows fixed where needed and new ply where the old had rotted. The new canvas was fitted and painted. The windows and rear doors from where the bunks and wardrobes were going were removed and panelled in. Marg had completed the interior plan, which worked out with the posts and windows very well. New framework fitted around the rear from the floor down and more new panels. A new right front post made out of a power pole cross arm, new screen frames and screens. A quick rub down and a coat of grey primer and ready for road testing.

A trip to Morere was made on Sunday before Xmas and minor faults ironed out. A new entrance door was made and fitted and all set for our first big trip Xmas 1965. The bus now altered enough to call a caravan was loaded with 2 spare wheels, 2 extra tyres as all the tyres were acquired from local contractors, a single bed for Marg, 2 cots for Shelley and Daryl, Raymond's pram all nailed to the floor and suitcases thrown in, the Downs family set off for their first Motor Caravan trip to Stratford at 2.00p.m. on Christmas Eve. About 20 miles out of town in the Wharerata hills we had a great boil up. The radiator was out of a 1 ton Ford and was too small, but was all I could get at the time. After hitching a ride back to Bartlets School with a bucket and a pressure cooker and returning, I refilled the radiator and crept up the hill in low gear, stopping at the disused house to refill water supplies.

At long last we arrived at Morere at 5.30p.m. and Napier at 11.30 having climbed most hills in low gear to save us from another boil up.

Marg went to bed there and I followed at Fielding at 3.30a.m. We made Stratford at 12.30 in time for Christmas dinner. While there we fitted a 6 blade GMC fan and paid a visit to the Fire Station and cleaned out the block and radiator with a 2in fire hose on full supply. This helped a lot. We also built in the two interior walls and one bunk. We had a reasonable trip home until seven miles out of town, then the top came off number seven piston, but I coaxed it home, and down to work to fit another piston and a brand new radiator.

We had a couple of uneventful trips to Opaupama then considered going to the Easter Rally at Taupo, but by that time our temporary V8 engine was getting rather sick. We went to Opaupama instead, and by the time we got home the V8 was in badly need of a doctor. We were offered a good price for it so it was sold.

We then had a movan without a motor, so I fitted a temporary 37 Chev, as I had a Chev Loadmaster in view but was unable to get it yet.

To this engine I fitted a Mack gearbox fitted out with Ford gears, an Austin truck clutch and joined it all up with an adaption plate.

This brings us to Christmas 1966 when we visited Pouawa Beach for 3 weeks with the Moffats (11) and were visited by Andy and Gladys (1). Harold and Margaret Chapman (94) and others. After Christmas I lowered the engine and gearbox 5 1/2 inches and fitted a new flat floor in the Front to enable us to fit in a full front seat.

I rebuilt the left Front corner and had this completed a few days before Easter. Still no Loadmaster engine, so I had to doctor up the old Chev's bearings for the next rally

ONE OF ANDY'S CONVERTS

Jack & Betty Larsen. 278

We got washed out of our tent one night at Momorangi Bay in the Marlborough Sounds, so we decided that there must be a better way of camping. After we got home I sold the boat that I had built and bought this 1937 V8 School Bus. There were six of us in the family at that time. After converting it to a camper we headed up the North Island. One day in January 1966, while travelling up Taupo way we saw a big bus with a guy standing on a sundeck, looking like he was doing a haka and waved us down, so we turned around and went back to see what that was all about.

Well it happened to be Andy Anderson. After a very interesting hour or so with them, we decided to join the club. In all these years we have not been without a campervan. I have built two, one on a J2



Austin, and one on a Ford Transit. We now have a CF Bedford ex Newmans with a 2.7 Nissan diesel. We have been around NZ several times and greatly enjoyed many club outings and have made lovely friends. The photo of Andy's Bus with ours next to it was taken when we first joined.

1974 EASTER RALLY at OKAKUNE

Peter Morgan. 345

At this rally, which now seems many years ago a quite different sort of afternoon entertainment was arranged by one Eric Ray, a member from Waiouru Army Camp. Now as it happened Eric was in the Army Stores, and as uniforms were handed in and were of no further use, they were put aside to be used for the display.

The whole thing was kept very quiet except that people were told an Army detachment was coming from the camp to put on a marching display. One woman asked me what it was all about and I had one hell of a job to keep a straight face, as I had been selected to be in the marching team.

Sharp at two o'clock a marching tune came on the loud speakers, and out from behind some large vans marched this "Army Marching Team" you have probably guessed by now, it was "Dad's Army"

Eric had done a great job selecting the right people to fill the parts, and nobody had any trouble identifying who was who in the TV show. As you may have guessed I was selected to be Captain Mainwaring, also Ken Burgess was the Air-aid Warden, blue overalls, tin hat and riding an old bicycle.



Captain Mainwaring.

Well, we really did bring the house down, as they say. It was an absolute success. We had not had a practice before hand so you can imagine the marching, some out of step, turning the wrong way and all the time trying not to laugh. At



Dad's Army at Ohakune in 1974.

the end of our display marching off the field to the cheering and laughter of the club members.

BUT!!!! It didn't end there, we were all standing around talking and laughing about our performance when a member who had really enjoyed our show came up to me and said if we would all form up and march up the road and into the main street of Ohakune to the pub he would shout for everybody. I asked the group, well, it was quickest decision ever made.

We all formed up again and I asked Ken to go ahead of us and stop any traffic, so off he went with us right behind.

There was only one car he had to stop, and did we all get a sour look from the driver, as it was the local M.O.T. traffic cop. He chose not to get out of his car..

Down the road we marched and turned into main street, and came to a snappy halt outside the pub. The ranks were then fallen out to allow them to take advantage of the offer.

You can imagine the reactions of the locals, it really went down well. After a ten minute break we formed up again, the patrons of the hotel coming out to watch us and cheer us on. We then marched back to the rally site..

An absolutely unforgettable event, oh, and the lady who I had so convincingly told about the Army Marching Team, said some rude things to me the next day. Captain Mainwaring.

TOWED INTO AN EASTER RALLY

Peter Morgan. 345

Those many years ago, it was fun for members to gather round, to see who would come into the Easter Rally on the wrong end of a tow rope. The best I remember was the late Stanton Lovatt, and family being towed in with a blown V8 motor in 1969.

He was towed into the middle of the grounds, untied, then pushed into his allotted parking place by every available member. A "gathering" then spread around the front of the movan to see what was going on and what was really wrong.

The motor was pronounced dead, then the gathered "Committee" had to decide what happens now?

The late Bill Cole from Horopito said he had a V8 motor in his car wrecking yard. "Somebody," with helpers was dispatched forthwith from the rally to collect the motor, while another group removed the dead motor from its place. To remove the offending motor was not a simple task as it had to come out through the front of the vehicle, under the windscreen.

The next day the replacement motor had to be placed back into the movan, no small job, and connected up. But it didn't end there, there had not been time to start and test the motor and this small thing was forgotten until the Monday morning.

Stanton was amongst the last to leave the rally, and when he went to start the motor, it wouldn't go. Fortunately another member with a large movan was still there and was able to tow Stanton around the grounds until finally the motor burst into life. Stanton was never allowed to forget this incident but he probably enjoyed the joke more than anyone.

A MEMORY SELF CONTAINMENT ON BOARD TOILETS. Peter Morgan 345

In my first years in the NZMCA there were no fancy toilets on any Motor Caravans, and usually no waste water tanks. For those who had to have some type of arrangement for night times the best option was a bucket with a lid. In the mornings you would see a steady

stream of men off to the toilets to empty the buckets. They would not stop to talk, but on the way back had all the time in the world to chat...

My wife and I purchased the first Porta Potti model that came out and it cost the Frightening price of \$198.00. Even the agents were embarrassed at the price.

MOTOR CARAVANS

Peter Morgan. 345

When I arrive at a rally I enjoy walking around, and, I notice what appears to be an endless rows of new, near new and imported buses that have been turned into motor caravans. The conversions of these vehicles are usually professionally done, and, a number done by the owners which meet the standards of professionals. The conversion quality show the considerable expense involved.

A selection of early Mo m caravans.





Good luck to you if you can afford this. Still I never look down on the vehicles that have been converted by the owners using every method of obtaining materials to save money for the job. We all do the best we can.



My own experience, some 38 years ago was to buy an old ex Railways, E.E model Mack bus. It had been a site office on a road construction job for several years and the inside and the floor were coated in a thick layer of mud. My mate, the late Charlie Clouston 331 went with me to retrieve my bus from its muddy home. Firstly, we poured in a couple of gallons of petrol and a new battery, then tied on the tow rope. The bus would not start and after towing it out on to the road, then Charlie towed me for only about three metres the American Waukesha Motor jumped into life.



It was about then I realised the bus had no brakes and on inspection Found the brake pipes had rusted completely away. This caused an immediate change of plan, from Charlie towing me home, to me towing him. It must have looked a real sight with Charlie's immaculate blue motor caravan being towed by a rough old brown bus that was covered in mud, and had half flat tyres. Just to be safe we had a 30 ft tow rope.

In those days it was a bit hard to find a Traffic Cop on a Sunday afternoon in Upper Hutt so we managed to get home safely.

It took me a week of hosing out the interior to get rid of the mud before I could even decide how to work out the design and what I could get, at the right price and what I already had.

The enjoyment we had out of that movan was never ending.

LIFE WITH SNOOPY 11

Allison & Ritchard Powell. 1077

We bought Snoopy, our 1946 Bedford OB in March 1975 from Mrs Carlyle, a former member of NZMCA from Mangere.

On September 16th 1976 we were married on the beach at Wenderholm Reserve. After a family reception in Orewa, we (me, Richard and Baron – our dog) headed for Mangawhai. We stayed in the campsite, at the Heads, free of charge, as a wedding present from the caretaker.

After a few days we continued on up the coast. We stayed in Paihia for a week at the Waitangi Motor Camp, which had good facilities for \$10 a week – no power. We visited Kerikeri, Matauri Bay, Whangaroa Harbour and Kaitia on our way to Cape Reinga. We stayed overnight in the car park at Cape Reinga and left early next morning for Ninety Mile Beach.

We went down the Te Paki stream, which is about fifty yards across in some places, a mile or so from road to the beach and has quicksand in various places. If you stop, you sink, so you have to keep going. We were fine until we reached the beach and discovered it was high tide – we were under the impression it was low tide and you could drive along even at high tide. We couldn't turn round because "Snoopy 11" has a 59' diameter turning circle.

To cut a long and sad story short, we kept going, fording the small streams along the beach and trying to keep out of the soft sand. We

crossed one stream at about 40m.p.h. and hit a one metre bank on the other side. Chaos! The bus rose in the air – broke the two Front shackle bolts, buckled the gate valve on our water tank, the catches on the front windows broke. The diff punched a hole in the floor, the sliding doors on the cupboards fell out, along with everything in them, and the fire extinguisher came out of its bracket and hit me on the back and then fell on Baron.

By the time we had cleaned up, the rain was setting in. We finally drove (limped rather) off the beach 2 hours later, after digging our way out of wet sand and nearly losing our home to the sea. In future we'll leave it to the tour buses with their knowledge and four wheel drive.

GYPSY LIFE: IS IT FOR YOU?

A Letter to the Editor in 1977.

Allison & Ritchard Powell. 1077

"Permanent living in a movan calls for great understanding and co-operation between family members!"

This is the conclusion I have come to after 9 months of gypsy life. Below are some suggestions to harmony in your movan.

Don't be surprised if you have twice as many arguments as you did in your past way of life. Living in such confined circumstances is rather trying at times.

Do have plenty of books, games etc. for those rainy days.

Do find a hobby, as you may not be able to go out and be entertained all the time. It's not like having a house where you can go and do some gardening outside! You could try weeding the side of the road, if you are really desperate!

Do take full advantage of laundrettes, they have automatic washing machines and fast driers, usually have free ironing facilities. Cost to wash and dry a 12lb. load is \$1.20 - \$1.50. Be careful with nylon and delicate woollens as driers are very hot.

Do use good storage containers (I find Tupperware excellent) Do watch for grocery specials and have your pantry well stocked with non-perishables. Dried veg, peas, potato flakes, soup and drink mixes, onion flakes, apples etc. are all readily available. Big tins of skimmed milk and cake mixes are also good investments.

Do buy hot water bottles for obvious reasons. Do carry a well equipped first aid kit. I had the local chemist make the recommended St. John's kit up for approx. \$10 – which may be worth it one day.

Do obtain a pressure cooker. Great time and gas saver. valuable vitamins are retained.

Do search second hand shops for appliances such as gas irons and gas heaters. This enables you to keep out of motor camps and to stay in more secluded spots.

Do have plenty of ventilation when using ALL gas appliances, especially heaters.

Do treat all gas appliances with great respect. Gas is an invisible cloud, which with the aid of a spark becomes a cloud of flame.

Do have at least 2 gas bottles. If not, carry a biily that you can use over an open fire for emergency meals.

Do not litter – bum paper etc. and wash empty cans, take top and bottoms off, squash flat and store in a side locker.

Do correspond with people you meet on your travels. It's nice to receive mail when on the move. If you are staying a few months at a certain place, have mail delivered to local P.O, redirect when you move. If stay is only short – week or so, have all mail sent to a friend or relative. Keep in touch with them and they will send parcelled up mail at frequent intervals.

Do be careful when buying pot plants for your movan. Many do not like the dry heat – especially African Violets and Cyclamens. Mother-of –millions or Cactus types are very hardy and grow successfully in movan.

Do make the most of any skill you may have and work from movan. Jobs are not always available on arrival, and it is necessary to keep to main centres if relying on outside employment.

Do obtain alternative transport, e.g. small car, bike or motorbike. In case of breakdowns and to save using your movan for running short distances.

Do make a cradle for a dinghy or canoe on your movan, to take full advantage of the lakes and coastlines of N.Z.

MY FIRST RALLY

Brian Stevens. 1689

I remember my first Rally in the spring of 1978 at Waianakarua, South of Oamam.

As my two daughters, Catherine, Susanne and myself arrived on that Saturday, which was a fine North Otago spring morning, the vans were lined up in two rows facing the centre of the paddock about 1 km from State Highway one. I wasn't aware at the time but one of the members from Dunedin, Tiny Wilson, made a comment to another member as we drove past with our home built van called Book-A-Rest, with our trailer on behind. On the trailer were two calves, about 3 weeks old, that we took as we couldn't leave them at home to look after themselves. Tiny said to his friend, "Thought you said there wasn't going to be a bar-b-que tonight?" His friend said, "That's right." "Then what are those calves for then?" Well the children and the adults too, had a whale of a time helping heat up the water to make up the milk powder mix and feed the calves during the weekend. The facilities were sparse, the toilet was a long drop with some scrim around it set back into the manuka trees. There was no tent or hall on site, but we did use a small hall, which was by the main road and although there was no heating, it was warm in our hearts. The night was clear as a bell as we walked the one km back to camp. The rally was for me a back to basics type rally, but my daughters and I loved every minute of it.

'Horse N Around'

Brian and Chris King. 6238

The majority of members who join do so because they like the way of life, but we came into it backwards, so to speak.

26 years ago we bought a horse drawn vehicle near Dunedin and brought it all the way home on the roof of a Momo J4 van (causing all sorts of comments en route), we needed a horse to pull the cart, then a paddock & shed for them. With 7 acres in Alfriston, all was complete until the desire to compete came up, which meant travelling around the country.

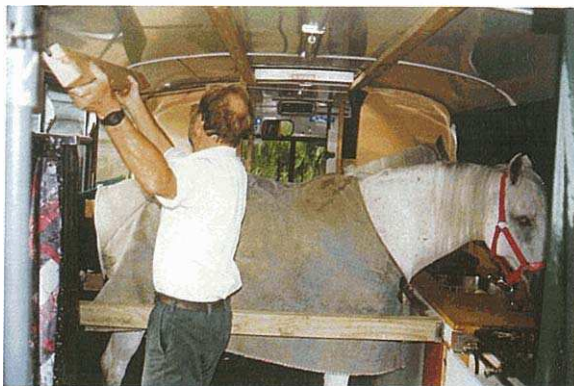
A horse float and car does the trick for most, but to transport one or two ponies plus an immaculate cart and all the harness including the driving team required a rethink.. Having seen an article about a Mercedes bus that was converted into a horse truck in Germany, bells began to ring. So over Christmas 1990 we purchased and converted our bus. We got one of the first 'horse' registration plates 'GGG' and on the advice of one of our good friends from the horse world, Peter & Margaret Morgan, called the bus 'Horse n around'.

At an event at Tauherenikau Racecourse, men swarmed like bees, dressed in shorts and jandals muttering about engine parts and anything that was screwed down. The pair of very smart ponies and the beautifully turned out carriage appeared to mean nothing, they just stood muttering, as all they were interested in was the bus!! We found out there was a rally of 'bus people' on the other side of the grandstand... We were given a membership form, filled it in and became members. We juggled a fine line between horse events, movan rallies and carrying the odd cow to be serviced. Travelling became quite entertaining, often being flagged down by people at bus stops, and when failing to do so, the facial expressions went from annoyance to fury and then from open mouthed wonder to uncontrollable mirth as they saw two large white bums in the window!! The ponies entered the bus through the side door and placidly stood in the kitchen for the journey. This enabled us to make a cuppa en route and hand out carrots as necessary. We did make one grave mistake at the beginning... we had a quick cup of coffee prior to coming home after a long and hard weekend. I popped the coffee mugs into the sink and left them, not really thinking of the consequences. All the way home we had to listen to the tinkle, tinkle, crash as one pony gently picked up the mugs by the handle, tossed them into the air and allowed them to crash back into the sink!! It became a game that he loved to play.

Movanners had some difficulty coming to terms with the holes drilled in the floor.



Holding tanks are all very well, but when you've got to go, you've got to go. Once when the bus stopped to refuel, a garage attendant told us that we had water pouring out from the bottom of the bus. When he saw we had ponies in there, he put 2 & 2 together. We had some wonderful years in what horse people thought was luxury, and movanners thought sparse. If you ever want to tum heads then sail by in an Auckland yellow bus with either ponies or cows looking out of the windows. Even traffic officers were speechless on the odd occasion we needed their assistance. One Officer did comment that in his thirty years experience he'd never had to assist a cow (of the four legged variety) alight from a bus. He said he'd dine on that one for the rest of his life.



There comes a day when life after horses has to be faced. Our bus has now gone North to be lived in and loved by a lovely family with heaps of children who find sleeping in a bus a real adventure. I guess we've gone full circle.

STRANDED FIVE DAYS AT THE PICTON FERRY

Wayne & Ruth Francis. 2733

We arrived in bright sunshine, clear skies and warm weather. It was late afternoon on Monday 15th April 1991, and the thought of having to spend a few days at the Picton Ferry Terminal, waiting for the Seafarers to decide whether to return to work or stay out until maybe the 1st May.

On pulling into the car park area at the terminal, we observed a couple of vans, with 'wings' up already parked. We pulled alongside, and were welcomed by Pat & Coral Kelly 3372, funny, but I noticed that it was our club number in reverse, and Lloyd & Margaret Saunders

4610. There was another new member also parked up. They were the Thomas's who were heading to the East Coast.

During the next five days we met some wonderful people from dozens of countries, and several members from the Marlborough area. There was Rex & Flo Blackley 4475 from Blenheim who made the daily trip to Picton with some scones, and sandwiches etc. They also took some of us shopping and sightseeing. Then there was George & Ina Cawte 2536 with plenty of fresh vegetables from their garden, and Alex & Bev O'Donnell 4530 and their offer of a fishing trip in Alex's boat. Alex Buchanan also paid us a visit. Thank you all for your hospitality, friendship and your genuine concern for us as members being stranded in your area.

During the week Pat Kelly did some repair work on several vehicles in the area, the Thomas's nearly got a major overhaul, and we found that Pat was a Jack of all Trades and able to fix anything.

The local community showed real concern for the stranded passengers to the extent that the shops had 10% discount on goods, a motel put on a free BBQ every night, and on the Friday night the Terminus Hotel supplied a free meal to all passengers. The queue to get into the dining room was out into the street. The local council had a daily rubbish collection, and dump points were free to all vans. So after five days of 'happy hours' and friendship, the word was out that the first ferry was due to berth at 10pm on Friday.

We started to line our vans up, and at 10pm the Ferry arrived and unloaded 330 vehicles. The sound of all their car horns going as they left the boat decks and rolled down the ramps was something. The arriving passengers were yelling and waving as they sped out of the terminal area and headed south to their destinations. Now it was our turn, and 290 vehicles were loaded and at 10.44pm we were on our way north. It took only 44 minutes to unload and reload the ferry, funny how they can do it when they want to. Although we were quite comfortable waiting for the strike to end, there were dozens of people who were in financial trouble, sleeping in cars, no food for two or three days etc... But as members we offered help in several ways to people who were a lot worse off than us. Thanks again to those Marlborough members who showed that this club is really one big friendly family when the going gets tough.

LIST OF LIFE MEMBERS 1956 – 2006

1968	Andy & Gladys Anderson	1
1971	Bruce & Ralda Green	14
1971	Stan Lukas	135
1973	Ron & Beryl Clow	136
1974	Alf & Bella Banks	29
1974	Lew Kerse	43
1976	Ilma Pugh	446
1977	Colin & Marilyn Archer	109
1981	John & Lucille Moffet	11
1981	Ernie Heaseman	17
1981	Mac McGill	20
1981	Tom & Rona Clark	258
1981	Eycke & Elaine Zimmerman	393
1981	Bobby Keetch	639
1982	Viv & Val Mason	228
1983	Brian & Jean Ogle	489
1984	Peter & Margaret Morgan	345
1985	Harold & Margaret Chapman	94
1985	Jack & Leila Tibbitts	240
1992	John & Margaret Spain	392
1992	Barry & Barbara Thomson	1494
1993	Gray & Freda Parrish	633
1995	Ken & Trish Burgess	600
1995	Bob & Joy Organ	1106
2003	Lyne & Phil Smallbone	3682
2006	Shirley Brown	383
2006	Ron Wing	598
2006	Ian & Myra Corbishley	922
2006	Riki & Bev Keenan	1159
2006	Gary & Anna McNicholl	1702
2006	Les & Cheryl Gibson	1825
2006	Wendy Taylor	2356
2006	Wayne & Ruth Francis	2733
2006	Neil & Kay Fleming	4296
2006	June Eggers	4560
2006	Chris & Brian King	6238
2006	Lindsay Port	7160

SPECIAL AWARDS

1998	Ron & Marg Wing	598
1999	Heather Hills	1624
2003	Peter & Adele Heatherington	507
2006	John & Margaret Spain	392
2006	Jeremy & Jenny Gough	1009
2006	Pat Taunton	5790
2006	Greg & Robyn Stilwell	9831

HONOURS BOARD

Year	President	Vice President	Secretary	Treasurer
1956/57	Jim Simpson	Andy Anderson	Gladys Anderson	
1957/58	Jim Simpson	Andy Anderson	Gladys Anderson	
1958/59	Jim Simpson	Andy Anderson	Gladys Anderson	
1959/60	David Morgan	Andy Anderson	Gladys Anderson	
1960/61	Reg McCutcheon	Flavel & Chamberlain	Flavel & Chamberlain	
1961/62	Reg McCutcheon	Lucille Moffet	John Moffet	
1962/63	Andy Anderson	Alan Woolston	Betty Woolston	
1963/64	Bruce Green	Ron & Beryl Clow	Ron & Beryl Clow	
1964/65	Bruce Green	Ron & Beryl Clow	Ron & Beryl Clow	
1965/66	Bruce Green	Ron & Beryl Clow	Ron & Beryl Clow	
1966/67	Bruce Green	Bill Mason	Viv Mason	
1967/68	Bruce Green	Bill Mason	Viv Mason	
1968/69	Colin Archer	Stanton Lovatt	Viv Mason	
1969/70	Colin Archer	Stanton Lovatt	Ron Gardner & Tom Clark	
1970/71	Colin Archer	Stanton Lovatt	Tom Clark	
1971/72	Colin Archer	Ron Gardner	Nelson Hoskin	Tom Clark
1972/73	Peter Morgan	Ian Cammock	Nelson Hoskin	Tom Clark
1973/74	Peter Morgan	Ian Cammock	Ray Murray	Tom Clark
1974/75	Colin Archer	Ian Cammock	Ray Murray	Tom Clark
1975/76	Colin Archer	John Spain	Jack Brown	Viv Mason
1976/77	Colin Archer	John Spain	Jack Brown	Viv Mason
1977/78	Jack Brown	John Spain	Les Pennial	Viv Mason
1978/79	Jack Brown	John Spain	Les Pennial	Viv Mason
1979/80	Les Pennial	Ian Corbishley	Brian Ogle	Viv Mason
1980/81	Viv Mason	Ian Corbishley	Brian Ogle	Jean Ogle
1981/82	Viv Mason	Ian Corbishley	Brian Ogle	Jean Ogle
1982/83	Viv Mason	Ian Corbishley	Brian Ogle	Jean Ogle
1983/84	Bob Organ	Margaret Spain	Bob Ginders	Bob Warman
1984/85	Bob Organ	Ian Corbishley	Bob Ginders	Rusty Biinkhorne
1985/86	Bob Organ	Ian Corbishley	Brian Ogle	John Spain
1986/87	Gary McNicholl	Ian Corbishley	Barry Thomson	John Spain
1987/88	Gary McNicholl	Ian Corbishley	Barry Thomson	John Spain
1988/89	Gary McNicholl	Ian Corbishley	Barry Thomson	John Spain
1989/90	Gary McNicholl	Ian Corbishley	Barry Thomson	John Spain
1990/91	Bob Organ	Ian Corbishley	Jean Ogle	John Spain
1991/92	Bob Organ	Brian Ogle	Jean Ogle	John Spain

New Zealand Motor Caravan Association - the first 50 Years

Year	President	Vice President	Secretary	Treasurer
1992/93	Bob Organ	Brian Ogle	Jean Ogle	John Spain
1993/94	Bob Organ	Brian Ogle	Jean Ogle/ Joy Organ	John Spain
1994/95	Bob Organ	Brian Ogle	Yvonne Mason	Terry Clapham
1995/96	Bob Organ	Riki Keenan	Robin Harris	Terry Clapham
1996/97	John Spain	Riki Keenan	Robin Harris1 Chris King	Terry Clapham/ Derek Cleland
1997/98	John Spain	Riki Keenan	Chris King	Derek Cleland
1998/99	Wayne Francis	Riki Keenan	Chris King	Derek Cleland
1999/00	Wayne Francis	Riki Keenan	Chris King	Derek Cleland
2000/01	Wayne Francis	Riki Keenan	Chris King	Derek Cleland
2001/02	Wayne Francis	Riki Keenan	Gordon McGavin	Derek Cleland
2002/03	Wayne Francis	Riki Keenan	Gordon McGavin	Derek Cleland
2003/04	Wayne Francis	John Spain	Gordon McGavin	Brian Benfell
2004/05	Wayne Francis	John Spain	Gordon McGavin	Brian Benfell
2005/06	Wayne Francis	John Spain	Gordon McGavin	Brian Benfell

Year	Editor	Insurance
1956/57	Andy Anderson	
1957/58	Andy Anderson	
1958/59	Andy Anderson	
1959/60	Andy Anderson	
1960/61	Andy Anderson	
1961/62	Andy Anderson	
1962/63	Andy Anderson	
1963/64	Andy Anderson	
1964/65	Walter Wylde	
1965/66	Waiter Wylde	
1966/67	Mable Holton	
1967/68	Mable Holton	
1968/69	Mable Holton	
1969/70	Norah Smith	
1970/71	Norah Smith	
1971/72	Norah Smith	
1972/73	Ilma Pugh	
1973/74	Ilma Pugh	Frank Carlyle/Eycke Zimmerman
1974/75	Ilma Pugh	Eycke Zimmerman
1975/76	Vic Old	Eycke Zimmerman
1976/77	Vic Old	Eycke Zimmerman

Year	Editor	Insurance
1977/78	Vic Old	Eycke Zimmerman
1978/79	George Taylor	Eycke Zimmerman
1979/80	George Taylor	Eycke Zimmerman
1980/81	George Taylor	Eycke Zimmerman
1981/82	Joy Organ	Eycke Zimmerman
1982/83	Joy Organ	Eycke Zimmerman
1983/84	Joy Organ	Eycke Zimmerman
1984/85	Joy Organ	Eycke Zimmerman
1985/86	Barry Thomson	Eycke Zimmerman
1986/87	Barry Thomson	Eycke Zimmerman
1987/88	Dick Brandon	Eycke Zimmerman
1988/89	Dick Brandon	Eycke Zimmerman
1989/90	Wayne Francis	John Spain
1990/91	Wayne Francis	John Spain
1991/92	Wayne Francis	John Spain
1992/93	Wayne Francis	John Spain
1993/94	Wayne Francis	John Spain
1994/95	Wayne Francis	John Spain
1995/96	Wayne Francis	Riki Keenan
1996/97	Wayne Francis	Riki Keenan
1997/98	Wayne Francis	Riki Keenan
1998/99	Wayne Francis	Riki Keenan
1999/00	Greg Stilwell	Riki Keenan
2000/01	Greg Stilwell	Riki Keenan
2001/02	Greg Stilwell	Riki Keenan
2002/03	Greg Stilwell	Glenn Kwok & Associates
2003/04	Greg Stilwell	Glenn Kwok & Associates
2004/05	Greg Stilwell	Glenn Kwok & Associates
2005/06	National Office	Glenn Kwok & Associates

Year Executive Committee

1956/57	John Moffet, Lucille Moffet, Geoff Muir.
1957/58	John Moffet, Lucille Moffet, Geoff Muir.
1958/59	John Moffet, Lucille Moffet, Geoff Muir.
1959/60	Lew Kerse, Reg McCutcheon, Stan Persen.
1960/61	Max Crabbe, Eddie Heaseman, Len Lowe, Stan Person, Alan Woolston.
1961/62	Eddie Heaseman, Len Lowe, Alan Woolston.
1962/63	No Committee.
1963/64	Mark Friedlander, Ralda Green.

Year	Executive Committee
1964165	Harold Chapman, Mark Friedlander, Bert Polgiase.
1965166	Harold Chapman, Mark Friedlander. Harold Martin, Bert Polgiase.
1966167	Harold Chapman, Ralda Green. Cyril Holton, Harold Martin, Bert Polglase.
1967168	Harold Chapman, Ralda Green, Cyril Holton, Harold Martin, Anne Martin. Bert Polglase.
1968169	Bruce Green, Cyril Holton. Harold Martin, Bert Polgiase.
1969170	Cyril Holton, Fred Jenks, Viv Mason, Harold Martin. Ernie Perrott, George Taylor.
1970171	Brian Chatterton, Cyril Holton, Fred Jenks, Viv Mason, Harold Martin, Bob Pates, George Taylor.
1971172	Shirley Brown. Cyril Holton. Harold Martin. Ilma Pugh, Bill Smith, Allan Staples, Jack Tibbits. Eric Williams.
1972173	Shirley Brown, Frank Carlyle, Tom Giles, Cyril Holton. Beryl Laurie, George Taylor, Jack Tibbits.
1973174	Shirley Brown, Frank Carlyle, Charlie Clouston, Tom Giles, Cyril Holton, Beryl Laurie, George Taylor, Jack Tibbits
1974175	Shirley Brown. Charlie Clouston, Tom Giles. Nelson Hoskin, Beryl Laurie, Mal Quintal, Eric Ray, Jack Tibbits.
1975176	Ross Blackmore, Tom Clark, Tom Giles, Beryl Laurie, Mal Quintal. Eric Ray, Jack Tibbits, Maurie Wyllie.
1976177	Ross Blackmore, Ken Burgiss. Beryl Laurie, Graeme Morgan, Brian Ogle, Maurie Wyllie.
1977178	Ken Burgiss, Ian Corbishley, Wally Gould, Beryl Laurie, Graeme Morgan, Brian Ogle.
1978179	Ken Burgiss, Ian Corbishley, Wally Gould, Graeme Morgan, Brian Ogle. Vic Old.
1979180	Joyce Beale, Ken Burgiss. Bill Elliot. Mike Isaacs. Graeme Morgan, Vic Old.
1980181	Joyce Beale, Bill Elliot, Judy Foote, Ron Hart. Alan Hunt, Mike Isaacs.
1981/82	Judy Foote, Ron Han, Alan Hunt. Mike Issacs, Bob Organ. Margaret Spain. Jack Tibbits.
1982183	Judy Foote, Mike isaacs. Gary McNicholl, Bob Organ, Margaret Spain, Jack Tibbits.
1983184	Gary McNicholl. Brian Ogle, Brian Purdie, Greg Ronald. Jan Simmonds, Jack Tibbits.
1984185	Rod Craig, Chris Forrester, Barbara Ginders. Brian Purdie, Greg Ronald, Jan Simmonds.
1985186	Rod Craig, Chris Forrester, Barbara Ginders, Heather Hills, Brian Purdie, Jan Simmonds.
1986187	Ken Burgiss. Chris Forrester. Heather Hills, Jan Simmonds, Eycke Zimmerman, Brian Purdie.
1987188	Wendy Barker, Ken Burgiss. Chris Forrester, Heather Hills. Alan Hunt. Eycke Zimmerman.
1988189	Wendy Barker, Ken Burgiss, Chris Forrester, Heather Hills, Alan Hunt, Ron Wing.

Year Executive Committee

1989/190	Ken Burgiss, Chris Forrester, Les Gibson, Alan Horton. Peter McIntosh. Bob McLaughlan, Ron Wing.
1990/91	Wendy Barker, Les Gibson, Yvonne Mason, Peter McIntosh, Bob McLaughlan, Ron Wing.
1991/92	Wendy Barker, Les Gibson, Jeremy Gough. Yvonne Mason, Peter Whyte, Ron Wing.
1992/93	Wendy Barker, Les Gibson, Jeremy Gough. Rex Joyce, Yvonne Mason, Peter Whyte.
1993/94	Wendy Barker, Jo Anne Cookson, Les Gibson. Rex Joyce, Riki Keenan, Yvonne Mason.
1994/95	Jo Anne Cookson, Neil Fleming, Wayne Francis, Les Gibson, Rex Joyce, Riki Keenan.
1995/96	Alan Bridle, Neil Fleming, Wayne Francis, Rex Joyce. Yvonne Mason, Lynne Smallbone.
1996/97	Alan Bridle, June Eggers. Neil Fleming, Wayne Francis, Rex Joyce, Lynne Smallbone.
1997/98	June Eggers, Wayne Francis, Yvonne Mason, Stewart Paterson.
1998/99	Wendy Barker, June Eggars, Shona Hancock. Yvonne Mason. Stewart Paterson. Greg Stilwell.
1999/00	June Eggers. Shona Hancock, Stewart Paterson, Greg Stilwell, Bruce Stanger.
2000/01	June Eggers, Stewart Paterson, Lindsay Port, Moray Wilson.
2001/02	Yvonne Clapham, June Eggers, Chris King, Stewart Paterson. Lindsay Port, Moray Wilson.
2002/03	Yvonne Clapham, Margaret Hore, Chris King. Stewart Paterson. Lindsay Port, Bruce Stanger.
2003/04	Margaret Hore, Chris King. Stewart Paterson, Lindsay Port, Bruce Stanger.
2004/05	Margaret Hore, Chris King. Stewart Paterson, Lindsay Pon, Bruce Stanger.
2005/06	Chris King, Stewart Paterson. Lindsay Port, Bruce Stanger, Dick Waters.

APPRECIATION

On behalf of the Membership of the New Zealand Motor Caravan Association Inc, the Executive Committee wish to express their appreciation to John and Margaret Spain (392) for the enormous amount of work, over a 12 month period, put into compiling this publication. John is a self confessed hoarder of long standing, and this, along with his dedication to all things pertaining to motor caravanning and NZMCA, has given him access to the information contained in this History. Having been associated with the Association in excess of 35 years, and being ardent rally attendees, John and Margaret also had the knowledge on where to source information, photos etc, that they may not have had themselves. Thank you both for your time and effort and a job well done.

THANKS

We would also like to express our thanks to our printers, Calders Design & Print Co Ltd, Whangarei for their assistance in making this publication what it is. Their help with the design and layout, and the time given to ensure that we received a very professional publication is acknowledged and appreciated.

NZMCA...JOIN IN AND YOU'RE AWAY LAUGHING.



at Jacks

CRANK HANDLES

GAS MANTLES

WOODEN SPOKES

WHEEL SPATS

LONG DROP TENT TOILETS

WOODEN WATER BARRELS

LEATHER SANDALS

SPINNING WHEELS

THERMETTES

CANVAS TEEPEE TENTS

HEMP TENT ROPES

FELT HATS

ARMSTRONG STEERING

BOILING RADIATORS

NOISY DIFFS

ROD BRAKES

CRASH GEAR BOXES

KEROSENE LANTERNS

SWING OUT TRAFFICATORS

HAND SIGNALS

OILS SKIN MACINTOSHES

LEATHER DRIVING GLOVES

DRIVING GOGGLES

MENDING PUNCTURES

WOODEN FRAMES

CELLULOID WINDOWS

SINGLE BRAKE LIGHTS

LEATHER BEARINGS

HEMP TOW ROPES

LEATHER SEATS

WIND UP WINDOWS

LUGGAGE HAMPERS

HAND PUMPS

ACETYLENE LAMPS

MOTOR CYCLE TRAFFIC COPS

FRONT MOUNTED GAS CYLINDERS

PRIMUS STOVES

KEROSENE FRIDGES

STABLE DOORS

COG LIFT JACKS

WOODEN STEERING WHEELS

RUNNING BOARDS

OPENOUT WINDSCREENS