



# NAAAG



## Northern Adventure Aviation Group

Volume 3 No.07

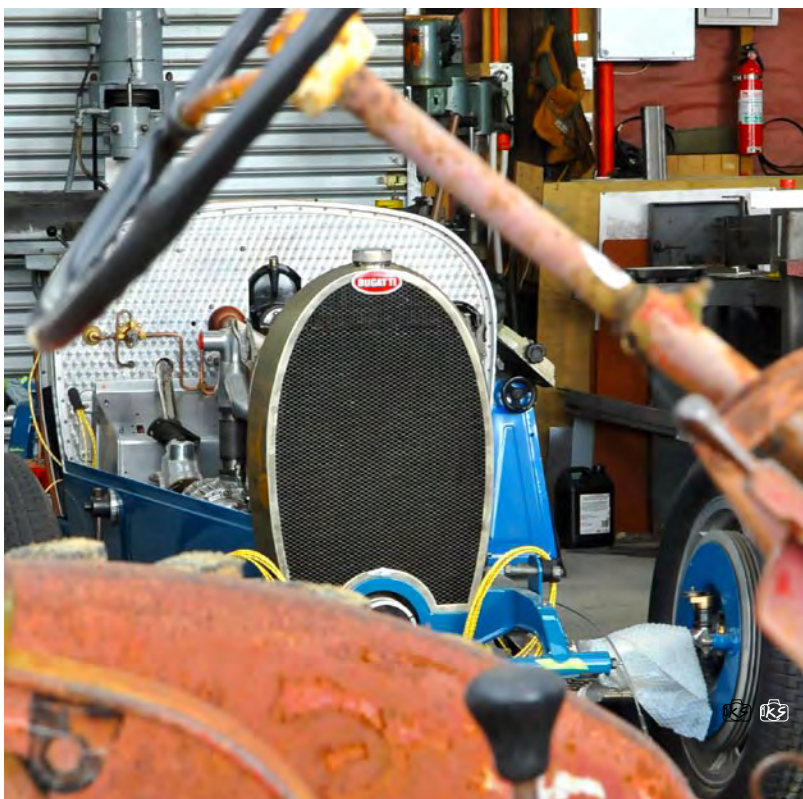
# NAAG Day Out-Te Awamutu May 31



After seeing a few photos of a Bugatti being restored in Te Awamutu on Bill IZARD's Face Book page I contacted Bill to ask if it might be possible to arrange for the NAAG to pay a visit. Bill responded that he could arrange it and that he should also be able to get us in to see another private collection in the area. Looking ahead, I found what appeared to be a suitable day and sent out the appropriate email. Fog is always a major obstacle in winter months for us aviators but there was a bit of wind predicted for the day so I hoped that we would not be thwarted in our attempt again. On the chosen morning there was quite a bit of low cloud and fog in the Waihi Basin. The cloud base was slightly better than 1400 feet so I suspected that this would clear by

*Parked in the shed is this 1929 Bugatti T43 Grand Sport under restoration. What the car will look like when completed.*

early morning, allowing everyone to get to Ken Castleton's Golf Road





Airstrip by the appointed time of 1100 hours. For me and passenger, Brian Sharp, we were airborne out of Thames by 9:30 for the short sixty mile flight. Conditions were clear all the way to Morrinsville but thick fog covered the Waikato area toward Matamata. Tracking along the hills to the East of Cambridge we remained clear of the Hamilton control zone and away from fog. South of Cambridge toward Te Awamutu, mist and fog patches looked thicker and I wondered if we might have to wait a while

*Dave explains the history and work being undertaken on the Bugatti .*



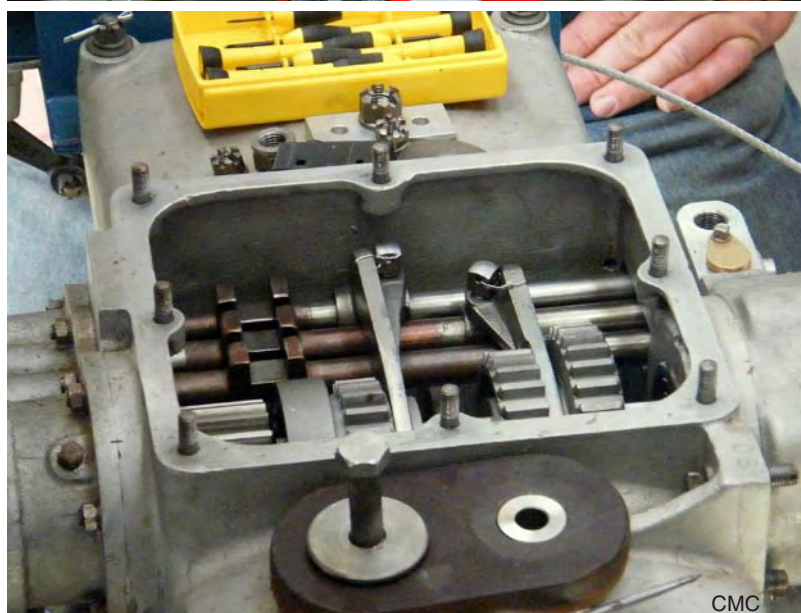
*Dave shows off the front re-engineered harmonic balancer he manufactured.*



*Ahhh the gearbox. Water cut reproductions of the gears reduces cost and raises reliability. An overdrive was fabricated to the rear of the box.*



for things to improve. When well clear to the south of the Hamilton control zone I turned west for a direct heading to the Te Awamutu Airstrip. Arriving overhead I had a clear view of the strip beneath me but it was surrounded by mist. Having passed over a large clear area just a couple of miles back I retraced my track and descended to make a better assessment of the situation. The mist, as I suspected, was not all the way to the ground and I was able to see clearly in all directions. Making our way back to the strip we were soon positioned in the downwind for runway 23. My last flight into this strip was in a 172 Cessna, ZK BYG in 1997. Now owned by Brian Fergus, BYG was a part of our group again today. My memory of the strip back then was of it being very undulating, flinging the Cessna into the air a couple of





times before it was ready to fly. All this has changed and the strip now has a very good smooth surface. On the ground it was only a couple of minutes before Bill Izard arrived in the family Bentley.

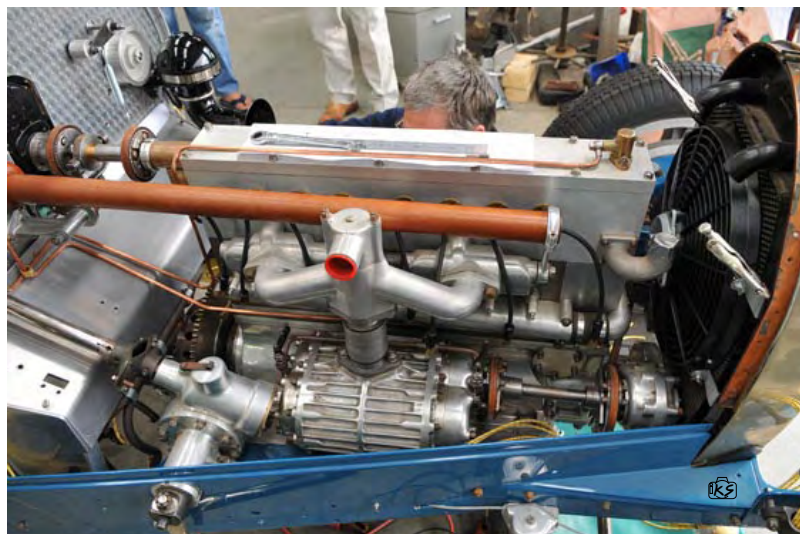
*Immaculate work showing the steering box and super charger on the 8. Originals didn't have a fan but is needed when touring NZ.*

We discussed the weather conditions and wondered if we should cancel the arranged bus. No sooner had we said this when the bus arrived some 40 minutes early. We agreed we should wait till 11 am to see how many aircraft would make it. I was unsure if the guys coming from Tauranga and Waihi Beach would get through. We were expecting at least 10 of our passenger numbers to come from these two locations. I listened out on my radio from time to time and as the 11 am deadline drew closer I finally heard Bob Byal talking with a couple of Gyrocopters. They had made it over the Kaimai Ranges but were not happy with the conditions toward

*Colin Pinkerton's sheds housing all manner of surprises including this 1901 Traction Engine.*

Matamata and retraced their steps back to Tauranga. Bob informed me that all of those coming from Waihi Beach were on their way and would soon be here. While it was a delayed start due to the weather conditions we eventually had eighteen people on the ground by 11:20. With the bus loaded up our first stop was at Dave Nordell's to view the work he has completed on a Bugatti.

Dave gave us an informative talk on the history of the car as we watched his mechanic systematically fit a panel to the car. This was bolted and retained with castle nuts. The flats of the nuts were all in perfect alignment





along with the split pins that were then fitted and trimmed to the exact same length. Dave also removed the top of the gearbox to show us the gears he had needed to have manufactured.

While many parts are still available he found it cheaper to get ten gear sets made and sell off the extras to pay for the set required. Dave's shed is well appointed with machinery to manufacture or machine any parts he is not able to procure. If the Bugatti does not involve enough work then Dave also has a couple of Farmall tractors under restoration. It was difficult to prize everyone away but with limited time we needed to stay on the move.

*Top: A working corn cobbler being demonstrated by Colin.*

*Middle: John Freed provided excellent service transporting us between venues.*

We headed into town for the customary lunch stop. Churchill's cafe provided a great service and we were soon back in the bus and on our way again. The next stop was Colin Pinkerton's property. Here again we were amazed at the work and dedication Colin has put into his collection of vintage cars and machinery. He even had a Traction Engine as a part of his collection.

Not done at just two places to visit, Bill had a third place that held a large collection of cars. Arriving at Chris Empson's farm, the sheds didn't give any clue to what was held inside. We were all gobsmacked when the first of two sheds were opened up to us. Jaguars, MGs, Bentleys, Rovers and even a De Dion were all there! In the second shed were more of the same.

*1935 Bently 3.5ltr Saloon.*

Chris provided us with a welcome





# N.A.A.G.

Northern Adventure Aviation Group

cup of tea before our departure call. With one of our group having to fly more than an hour to home base we were conscious of the need to get him back to the airstrip in good time. Again the NAAG had been privileged to an awesome day out and I wish to pass on my thanks to Bill Izard from all who attended for making the day possible.

Safe flying,

*Cliff McChesney*

*Where Quality meets the Sky!*

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*A really nice Jaguar XK 120 Coupe parked in the lounge. NAAG members Murray Smith and Bill Sisley enjoy a cup of coffee with other members and guests.*



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*From top left:*  
1986 Jaguar SS 100 kit car.  
1909 DeDion Bouton.  
Brian Fergus and passenger Ian Whiteman get into the air for the flight home to Waihi Beach.

*From top right:*  
Host Chris Empson enjoying the NAAG's with some coffee and chat.  
1925 Rover 9/20 20 HP two seater deluxe model.  
1923 Bentley 3 Litre Touring Car

