

# Napier (1960s) Gang History & Photo Album by the Gang Members in 2018



Johnnie Davies



Rick Collister



Jimmy Bunce



Les Gleeson



Trevor Harris



Jim Swain



Barry Everett



Charlie Bryant



Bob Streeeter



Clive Bush



Don Stewart



Don Carter



Noel Davies



Trevor Prince



John Calnan



Graeme Burgess



Ian Smith



Vicki Feldner



Christine Watts



Dot McCormick



Jill Tucker



Marlene Redshaw



Lynsie Calnan



Robyn Taylor



Edna Simms



Gay Bullard



Gail



Margaret Spershott



Erin Swanell



Jenny Rusbridge



Lyn Peterson



Greeba Collister



Barbara Spershott

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# *Trevor Harris Personalised Copy updated 16 February 2019*

## *Introduction*

### **Description of the Napier 1960s Gang**

The Napier Gang was, a number of friends, in the 1960s, who used to hang out together which included going to the Motor Racing, hotting up Cars etc. also Sunday night Pictures, Parties 'and BBQ's at people's homes or the Beach Plus just hanging out together.

We would meet casually in Emerson street Friday nights and from there organise to do whatever.

### **The Gang Main Core Names**

The main core members were Rick Collister, John Davies, Les Gleeson, Jim Swain, Barry Everett, Jim Bunce, Ian Smith, Clive Bush and Trevor Harris.

### **How the Gang came to fruition.**

All having a passion for their cars was really the way the gang was formed. We would all park in Emerson street Friday nights and weekends

Rick and Jim Swain knew each other as their parents were friends.

Rick and Les went to Apprenticeship classes together & Johnnie lived next door to Rick with his cousin Ian Smith. Clive Bush lived just along the road from them.

Jimmy Bunce also having a Morris Minor Convertible just stopped and made himself known.

Trevor Harris also met up in Emerson street. He boarded at Sherriff's & mate of Sam & his Brothers.

Barry Everett was welcomed to the gang when the gang was picnicking at the Esk River & he turned up.





## *Gang Stories*

### **My Story John Davies**

#### **My introduction to Rick –**

My introduction to Rick was as a newly arrived neighbour in 1959 when I came to board at my cousin Ian Smith's parent's house after driving about 8 hours down from Te Puke in my 1938 Morris 8.



After arrival Ian said come over to next door, 50 Douglas McLean Avenue, and meet Richie. It was great to meet with someone my own age as Ian was six years older and a little slow off the mark.

I was very surprised with how close to town I was going to be living as I was used to living in the country 15 miles from Te Puke.

Rick said jump in my car (he had a 1938 Chev coupe) and I will show you where I work, Barclay Motors, VW agents. I was suitably impressed as the Pongakawa garage I had worked in was just a man and a boy (me) and petrol and diesel pumps (just like where Denis Hulme worked).



Rick has two sisters and they used to try keep him in toe, but not much hope as he was the oldest and a male.

The next introduction was to Les Gleeson, a mechanic in the same apprenticeship classes. Rick and Les had become very good friends and we did a lot of car things together, including car recovery with his father, Jim Gleeson, at weekends when we would go to Palmerston North or Wellington to recover a vehicle for parts.

Motor racing was an event which the four of us (Rick, Les, me and Jim) would go to. Mata Mata was the favourite.

When mechanical work was required on my Morris 8 it was bonnet up on the footpath outside 49 Douglas McLean Avenue with Rick supervising motor work.

After working at my job, Begley's, I was bitten by the convertible bug and dreamed of owning a 1952 maroon and grey Morris Minor convertible which was for sale at Nash Newport Motors in Clive Square. I traded in my 1938 Morris 8 on the 1952 Morris Minor convertible.



We had a lot of fun driving around town with the roof down. Rick decided he wanted one too – he traded in his 1938 Chev coupe on a green and cream Morris Minor convertible.

This was the beginning of the Morris Minor Brigade, an unofficial group of Morris Minor owners, mostly based in Napier.

Rick and I did some flashing up work on our convertibles, adding white wall tyres, wheel trims and aerials. We decided that the Morris Minors were not making much exhaust noise, so one Saturday morning Rick and I took my Morris Minor to his work to modify my exhaust system. Rick

had a key to his work and it never crossed his mind that his boss would walk in when we were welding my muffler. Jack Hislop went off his rocker and ordered us out of the workshop, so we never did anything in Rick's work again without asking him first.

In general, the Morris Minors were mechanically reliable, mostly consuming tyres and petrol.

Within a short time two more Morris Minor convertibles were to join up with the group, those owned locally by Jimmy Bunce and Don Carter with another Morris Minor convertible up from Waipukurau owned by Russell Hislop.



It was a bit of a sight to see five Morris Minor convertibles all in procession with ribbons flying off their aerials.

Rick had a lot of girlfriends over the years. In fact, Rick introduced Christine to me. When Vicki came along, Rick quickly settled down to one girl one guy situation with frequent visits to Dannevirke nurses home and to the Pongaroa family farm.

When Christine and I were married on September 19, 1964, Rick was my best man. On our 25th wedding anniversary in 1989 we flew from New York to Portland, Oregon, and were met by Rick and Vicki with a cake and champagne to celebrate. When I was on business in Portland they came to see me when I was at a trade show and Christine stayed a few days with them in October 2000 before going down to Los Angeles to stay with Steve, our second son.

## **My Story Barry Everett**

### **I remember Friday nights.**

Some people used to stand on the footpath main street of Napier, outside where I worked at Dockery's Grocery Store, about 8pm calling Mr Dockery please let Barry come out and play. It used to get right up his nose.

I used to stay with Gleeson's each time I came down from Auckland.

How I met the gang, it was a Sunday afternoon and I went to the Eskdale river & that's when everything went downhill from there. I remember I had a couple of flagons of beer in the boot so that must of been my membership fee.

Barry

## **My Story by Vicki**

### **How I met Rick**

It happened when I went to Napier with my school hockey team to play in a tournament and went on a blind date arranged by the receptionist at the garage where Les worked. There was a dance at Napier Intermediate. The 2nd night we went to a movie (Rio Bravo) at the State Theatre. After that we wrote letters to each other. Rick was 17 and I was 15. We were married in 1964.

## *My Story by Trevor Harris*

### **How I came to be in Napier**

Firstly, I only found out in 2006 that my Great grandfather lived in Napier and he was Chairman Old People's Home at Parke Island (destroyed in Napier Earthquake). The Photo shows John Harris (with cap) With Lord Jellico at the Old Peoples Home. My grandfather also lived in Napier and was the cousin of Sir Lewis Harris, and unbelievably my mother and father also lived in Napier before I was born!!!! I never knew.



*Bill Linton*

So, I was born in Woodville and grew up there, next door was my mate BILL LINTON whose parents shifted to Napier in 1953. Dad was on the Railway and we shifted to Auckland in 1954 (and went to SMTC High School with Bruce McLaren, who was a year ahead and in my cousins' class and came to school in his Austin 7) We shifted to PN in 1955.

In 1955 I took up an Electrical Apprenticeship in PN and went Napier to see Bill Linton. Bill introduced me to Sam Sherriff and Brian Wall. Sam's job bought him to work in PN, where we got around together, so every weekend I would go on the back of motor bike with, flat stick Sam, to Napier and stayed with Sherriff's.



*Sam Sherriff*



*Trev and Bob Sherriff 1935 Morris 8*

When I was 18 I bought a 1935 Morris 8 (and got a night cleaning job 3 nights a week to pay off car) At Xmas In 1959 Bob Sherriff and I in my 1935 Morris 8 and Brian Wall in his Bright Yellow 1937 Vauxhall 10 and his Cousin from NP went driving over the North island

meeting up in Auckland with Bevan Woolf in his late model Austin Healey 100-6 (Bevan Lived opposite Lintons in Woodville) and ending up at Orewa-

Red Beach North Auckland sleeping under a canvas tied to a farmers fence!!!!It was a great trip in our old cars remember many of the roads were shingle



*Brian & his Vauxhall*



*Bevan & Austin Healey*

I finished my apprenticeship and turned 21 a few months later in 1960.



*Mum Trev Judy Mitchel Dad*



*Trev's 21st: Grant Trev Bob & Sam Sherriff Bill Linton  
Brian Wall Peter and David Sherriff*

That year I went to the Hastings Blossom festival and while there staying at Sherriff's Mrs Sherriff introduced me to her Brother who was the Manager of John Hill Electrical in Hastings he signed me on and I went home packed and moved (my big move away from home) and worked at John Hill Electrical and boarded at Sherriff's for a year. I had several Jobs then got a job at Rothmans, I was then transferred by Rothmans to Motueka for four months (where I stayed in the Motueka Hotel) and when I returned I boarded at Gleeson's sharing a room with Les!!!

I boarded at Gleeson's for around a year until we got married.in 1963 and Brian Wall was our Best man.

I went to Sam's Wedding in Masterton in 1964 and years later my Father told me when I was doing my family History tree that,Jenny,Sams Wife's father was dads cousin.

So, Jenny is my second cousin and Sam and Jennys Daughter, Sandra is my second cousin once removed.





## *The Motor Races*

By Trev

Motor races were a big part of our lives and whenever we could we travelled all over the North island to the Motor races.

### **Levin Motor Races:**

One time we set out in convoy early, like 5:30am, there was several cars, there was Rick, Johnnie, Jim swain, Barry Everett and Jimmy Bunce. Trev wisely left his car at home!

We got to just out of Hastings and this old Maori guy was on a bike, well he decided to cross in front of us, not a wise move as the first car swerved and missed him (I think Rick?) then I (Trev) was with Barry and we got him sent him right across the road! Then bang ! Jimmy Bunce went up our rear!!

So we left Jims car on side of the road and carried on.

With another zillion close calls we got to Levin and watched a great days racing.

We had arranged to stay in PN the night at Trev's parents.

Whilst driving in PN Jim Swain managed to get TEE Boned by a car and swerve and run over a bike.!!

We rushed around moved his car around the corner unloaded the booze out of boot and left. The Cops came and couldn't find any beer, but it stank.

So back to Trev's parents place in PN where the girls stayed inside and the boys in a tent outside!

The next day going across the Takapu plains we were playing silly buggers like trying to climb out of Barry's car into Ricks car with the hood down whilst doing about 60 miles an hour! We failed. How stupid were we.

### **Pukekohe Motor Races:**

Each year we used to go to Auckland in our cars and we soon found out we were thrashing hell out of our own cars, so we changed to hiring a Morris minor each year and thrash hell out of that.

There were high lights as we shared driving and there was a time on our way home Jim Swain wanted to go to the Toilet and we stopped smack bang in the middle of the Te Pohue Bridge lucky there was no traffic and we took off down the road, but we stopped and let him in.

### **Ohakia Motor Races around 1960-1961**

Photo of Brian Wall's 1951 LIP Vauxhall with Brian, Sam Trev





## Story of Trip to the Snow fields by Christine

During 1963 we all decided we would go to the snowfields tobogganing. As Johnny worked at Begleys he had access to rejected old clothes dryer doors and rejected sheet metal and so he set to and curved the sheet metal to form the curved front and the doors became the floor of the toboggans. They were then painted bright red and one was named Christine and the other Mandy, after Christine Keeler and Mandy Rice-Davies, the two women involved in the Profumo affair, a political scandal at that time.

On August 31 1963 we set off for Ruapehu, Johnny and I sharing a ride with Jimmy Swain and Margaret Campbell. We spent the day tobogganing and skiing and getting very wet.

We stayed at the de Bretts Hotel in Taupo, not very flash in those days. There were no hanky pankies – I shared my room with Margaret. When we went to have a shower, we discovered the nozzle only let three drips of water out. I do not remember dinner being anything special except Ian Smith went to sleep and his face landed in his soup. I know that the tablecloths were marked and the next morning when we went down to breakfast there were serviettes on the tablecloths and when we lifted the serviettes the same marked and dirty tablecloths were underneath.

We left the Hotel and made a visit to Huka Falls where some of the photos were taken. Fortunately, I had my camera with me.

All in all, it was a very enjoyable and fun filled weekend and something we had not done before.



## *Tributes*

### **Tribute to Jimmy Bunce**

By Trev

Jim's memorial service was held at St Peter's Presbyterian Church, Morris Spence Avenue in August 1968

One week end we met up with Jimmy in Emerson street outside the Palm Grove milk bar where we mostly met. Jimmy was as rough as guts & driving a 1954 Morris minor convertible. Jimmy became a very respected member of our gang.

Jim lived with his parents at Awatoto and worked as a Fish Fillet'er also at Awatoto. He loved his job and worked hard and played hard. He loved our Parties also going to motor races with the gang.

One, New Year's Day we went on a pub crawl, I (Trev) remember going to the Masonic and Jim had no shirt on and was told he could not remain there so the "Barman" lent him his Jacket, how's that.

A year or two later he got a job on a fishing boat and was at sea for days on end. One day the news came through, Jimmy's fishing boat was overdue and was listed as missing. We gathered at his parents place till late in the night just hope for a phone call and listening to the radio. (No TV those days)  
The weather had been rough and eventually confirmed the fishing boat had sunk. No survivors were found.  
We were all devastated at the loss of a very good friend.





# SEARCH FOR TRAWLER CALLED OFF

The official land, sea and air search for the missing Napier fishing trawler Echo has been called off. The Echo, a 40ft boat, with a crew of two, was last sighted at 1.30 p.m. on Saturday working crayfish pots out from Cape Turnagain.

The skipper of the Echo is Mr Per August Hammero, 35, married, with two children. With him was Mr John William George Bunce, 33, father of three children. Both men come from Napier.

Senior Sergeant R. Stewart, the search controller in Napier, said today that though the official search had been called off, Napier fishing trawlers would continue to patrol the area where the Echo was last seen.

Daily checks of the coastline near Cape Turnagain would also be made by the Porangahau police.

"What we are after is a good easterly wind to bring any signs of debris, that may have come from the Echo, ashore," Mr Stewart said.

### SUBMERGED OBJECT

Yesterday a submerged object was sighted by a Napier fishing boat in 65 feet of water south of Cape Turnagain. This was inspected by divers from the Royal New Zealand Navy minesweeper Inverell last night and found to be a huge rock.

Mr Stewart said that police inquiries had established that at 10.30 a.m. on Friday the Echo came alongside the trawler Lyn Rae at Cape Turnagain and returned to Napier at 6.15 p.m. that day.

The Echo left port again at 2.15 a.m. on Saturday and steamed down to Cape Turnagain, arriving there at 11 a.m. The weather at the time was deteriorating, with

a west-south-west wind gusting in squalls up to 30 knots. This remained constant all day.

Mr Stewart said the Echo came alongside the Lyn Rae again about a half a mile out from Cape Turnagain. It then steamed out to sea and checked its crayfish pots, which are located on the 25-fathom line.

"The crew of the Echo were working their pots and at times the crew of the Lyn Rae could only see the tops of the vessel's masts," he said.

### NO ANSWER

"About 1.30 p.m. the crew of the Lyn Rae lost sight of the Echo. Before that the Echo appeared to be heading towards Herbertville."

Mr Stewart said the Echo failed to answer the private radio station call at 6 p.m. However, this was not considered unusual because reception in the Cape Turnagain area was not good.

The Echo also failed to turn up at the normal anchorage on the northern side of Cape Turnagain that night and when it failed to answer the normal radio call at 9 a.m. on Sunday the search was started.

Captain George Gunn, the Napier harbourmaster, today discounted the chances of the Echo blowing up.

"I doubt if the boat blew up, because if it did there would have been signs of wreckage," he said.

Mr Stewart today paid tribute to the operators of the fishermen's private base radio, Mr Gunn, and Napier fishermen who had worked long hours to help the search.

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## Tribute to Ian Smith 1935 – 2013 – Christine and Johnny

Motorbikes were his first love; a Dot Scrambler was his favourite. He had some of the best equipment but was not the best motorbike rider. His results were mediocre but the reliability of his motorbike usually got him a place in the finals. There was a club meeting every two weeks on a Sunday afternoon at the Pakowhai reserve. Rick and Johnny always attended the meetings with Ian.

Ian had an Austin road car 1500cc and he used to love doing wheelies around smooth tar seal corners with Rick and Johnny as passengers. One night, they were going to pick up Les and Ian lost control on the corner of Vigor Brown and Carnell Streets and crashed into a stone fence. Ian's father was called on to help rebuild the fence which was built out of natural beach stones.

His occupation was a bronze foundryman and he worked at the Vulcan foundry and so had money to spend on cars as well as motorbikes. After he left the Vulcan foundry he worked at a brass foundry in Greenmeadows. When it closed down he got a job working for Godfrey Husheer at Scientific Service Laboratories in Onekawa. When parties were held at Ian's place, Godfrey was always invited as he brought copious amounts of beer bottles in a sugar sack slung over his shoulder.

One night when they were out cruising in his A50 he espied in a car yard a white Mark one Zephyr convertible and when he went home to tell his parents his father asked what did he want one of those for – Ian replied 'to get the girls of course'. His father, Herb, said he didn't think it would make much difference, but Ian was to prove him wrong. From day one girls encouraged him to pull over and take them for a ride in his flash car. Maybe this is why he acquired the nickname 'Flash'. He was on cloud nine with all the attention he was getting.

Rick and Johnny decided that Ian's image needed uplifting and arranged for him to have a black suit fitting with tapered trousers and shoulder pads in the jacket. Ian relished his new modern image and it was not long before he had a steady girlfriend who had come up from Wellington for a new life.

It was not long before the two of them were engaged. Ian's parents put on an engagement party – they were very pleased for Ian. Sadly for Ian the engagement did not last. She had thought as he had a flash car he had plenty of money and she broke off the engagement and left with the engagement presents.

He did come on several excursions with us, including to the snowfields and to the Bay of Plenty.





Ian died a lonely man, fleeced by one of his caregivers who was meant to look after him. He had \$75 to his name. Christine last spoke to him in about 2008 when they shared a disability van and he said, tell Johnny to come and visit but we never did. We had lost contact with him after we were married and we did not have anything in common any more. We do feel guilty but that is now in the past.

## Poem

Supplied by Chrissie

Around the corner I have a friend  
In this great city that has no end  
Yet the days go by and weeks rush on  
And before I know it, a year is gone.

And I never see my old friend's face,  
For life is a swift and terrible race,  
He knows I like him just as well  
As in the days when I rang his bell,  
And he rang mine.

If, we were younger then,  
And now we are busy tired men,  
Tired of playing a foolish game,  
Tired of trying to make a name.

"Tomorrow" I say "I will call on Tim"  
"Just to show that I'm thinking of him"  
But tomorrow comes and tomorrow goes, and  
Distance between us grows and grows.

Around the corner – yet miles away,  
"Here's a telegram, sir-" "Tim died today"  
And that's what we get and deserve in the end  
Around the corner, a vanished friend, ..

If you love someone, tell them..  
Remember always to say what you mean..  
Never be afraid to express yourself  
Take this opportunity to tell someone  
What they mean to you.

Seize the day and have no regrets..  
Most importantly, stay close to your friends  
And family, for they have helped make you the  
person  
That you are today, and are what it's all about  
anyway.

### Tribute to Jim Swain

Jim Swain came into the picture around 1960/61 driving a 1954 A40 Somerset and I mean DRIVING! Yes any car Jim drove was at his mercy.

As it happens Rick's mother was Alice Swain's bridesmaid and that is how Rick & Jim knew each other as their parents used to visit each other & how Jim came to be in the 'Napier gang'.

Jim was a Tall well-built guy, easy going, and always with a smile, he lived at Eskdale and worked at McWilliams wines Grape farm, followed by driving for Blair Transport and the Pulp Mill. Jim later bought his own Logging truck's an international x2 Kenworth's x2 daffs An ERF over the years.



The A40 was not really up to the task so he bought a 1958 Humber 80 (more renowned for punishment)

Jim found himself a young lady called Dot, (very young) to whom he married and had children.

Later after settling down they bought a home in bay View and they had a family.

Jim was adopted by John and Alice Swain, (John was known as Jack and was an Allblack) He got the only try in South Africa in 1928 which won all blacks the game his nickname tooner means slippery eel

later in Life Jim found his biological parents, his mother in 1973 in Hastings and his father in Palmerston North.

Jim and Dot later moved to Christchurch where he drove Trucks, and was the Training Person, for the remainder of his life.

Jim passed away due to Cancer on the 31 December 2016





### Photo Tribute to Jim Swain at his Funeral



## Tribute to Denny Hulme

### Recollections of Denny Hulme by John Davies

After we left Taradale when I was 14 I enrolled at Te Puke high school and used to catch the school bus at the end of the Road. I did not like the high school very much and when I turned 15 in September I left to help on the farm.

I was lucky enough to get a motor mechanic apprenticeship at a Pongakawa garage 'Fred Prime' just down the road from Denis Hulme's house at Pongakawa. It was about 10 miles from home, and I got a Zundapp motor scooter to get me to work.

I remember meeting Denis Hulme while working at Fred Prime's as he pulled up in a bright red MGTF 1500 sports car (convertible). Boy! Was I impressed as he let me sit in it! I think that was a turning point in my life as I had wanted to own a convertible (I did get to own a convertible, but it was several years later and it was a Morris Minor convertible, not an MG).

Dad offered me a full-time job on the Pukehina dairy farm as he had 150 cows up from 100 at Maketu. As my motor mechanic apprenticeship at Fred Prime's was not going to continue beyond six months due to a downturn in business I took up my dad's offer to work full time on the dairy farm. As well as helping to milk 150 Cows I had special duties to feed the pigs (about 20 or so) and also feed the calves morning and night. I had traded my Zundapp in on a 1938 Morris 8 with Feo Stanton Motors (Feo was later to become manager of New Zealand driver to Europe scheme). He was later to tell me that the young fella who purchased my Zundapp from him complained it was so gutless, the postman on his pushbike, passed him going up a hill in Te Puke. I only ever rode it from Maketu to Pongakawa, which was all flat land so going up hills was not an issue to me.

About this time I needed to go for my car licence. So my brother David lent me his Model A roadster for my practical driving test in Te Puke. Everything was going fine with the traffic cop testing me until he said 'turn right at next intersection' which had a 'silent policeman' (big concrete bump), which I was supposed to go around. But for some reason I went straight over the top. The Model A bounced and the passenger door flew open and the traffic cop nearly fell out of the car (no seat belt those days). I got failed of course, so I had to go back the next week to redo my practical test again. After I had practised going round the silent policeman a few times I had no problems getting my licence.

### Pukehina 16 to 18 years old.

I settled into the dairy farm routine – up at 5 AM milk, feed pigs and calves, feed out hay when needed, evening milking, finish about 6 PM, back to the house for tea.

As I had already got to know Denis Hulme from working at the Pongakawa garage I then started going down to his workshop at his parent's house every weeknight to help work on his car. Mrs. Hulme used to bake scones for us for supper. By this time Denis had sold his MGTF and purchased his first Cooper Climax racing car. Whenever I went to Mount Maunganui or Tauranga at the weekend I would take Denis with me in my Morris 8 as he did not have a road car any more. Greeta Main, a nurse in Tauranga, was his girlfriend, whom he was later to marry. When Denis qualified for the NZ grand prix funded trip to Europe I knew I was going to miss my evenings spent with him and his parents. As I approached my 18th year I came to realise that I did not want to milk cows for the rest of my life.

Denis introduced me to Reg Parnell, while Reg was in Auckland racing at Ardmore and Denis asked him if there were any jobs available for me in his racing team based in England as Reg was keen to have a kiwi on his team. I had done a little bit of work on Reg's car but as I was only 17 years old I had to have my parent's permission to go overseas to work. While they were enthusiastic about me going they pointed out to me the problems I might have in being so young and so in the end my father would not grant me permission to go. It was then I decided to come back to Napier to live and work.

Me leaving home and going to live and work in Hawke's Bay gave him a bit of a problem for the forthcoming season. The only way was for him to cut back on the pig and calf numbers and keep the milking cows at 150 which meant he and Noel could probably manage. I know he was very put out that I left home and left him short of help on the farm. Dad also had reservations that I was too young and inexperienced to go into the wide and wonderful world by myself. I was determined I would be able to cope; indeed, I thrived on my new-found future.

My Uncle and Auntie were very good to me, as was my new boss, Maurie Begley. I still visited Mum and Dad at Pukehina whenever I had a long weekend or annual holidays, i.e. Labour weekend, Show day, Queen's Birthday weekend then Christmas holidays.

I had my cousin Ian Smith for company and he introduced me to 'Richie' Collister next door and Rick and I have been friends ever since. I also met lots of others my age, males and females of course.

## From Wikipedia

**Denis Clive “Denny” Hulme, OBE** (18 June 1936 – 4 October 1992) was a New Zealand racing driver who won the 1967 Formula One Drivers’ Championship for the Brabham team. Between his debut at Monaco and his final race in the 1974 US Grand Prix he started 112 Grand Prix, resulting in eight victories and 33 trips to the podium. He also finished third in the overall standing in 1968 and 1972.

Hulme showed versatility by dominating the Canadian-American Challenge Cup (Can-Am) for Group 7 sports cars. As a member of the McLaren team that won five straight titles between 1967 and 1971, he won the individual drivers’ championship twice and runner-up on four other occasions.

Following his Formula One tenure with Brabham, Hulme raced for McLaren in multiple formats—Formula One, Can-Am, and at the Indianapolis 500. Hulme retired from Formula One at the end of the 1974 season but continued to race Australian Touring Cars.

Hulme was nicknamed ‘The Bear’, because of his “gruff nature” and “rugged features”; however, he was also “sensitive (...) unable to express his feelings, except in a racing car.”

During his career, Hulme drove the most powerful cars of his era. He raced in F1, F2, Indycars, Saloon/Touring Cars, CanAm and endurance races, all during the same season. After retiring from F1, he even drove in truck races.

Hulme’s death by heart attack, whilst driving a BMW M3 during the Bathurst 1000 in Australia, made him the seventh former Formula One champion to die, and the first to die of natural causes.

**Reginald “Reg” Parnell** (2 July 1911 – 7 January 1964) was a racing driver and team manager from Derby, England. He participated in seven formula one World Championship Grands Prix, achieving one podium, and scoring a total of nine championship points.

Parnell, as both a driver and a team manager, had a considerable influence on post-war British motorsport until his premature death in 1964. Parnell raced at Brooklands and was banned following an accident with Kay Petre which ended her racing career. Before the war he bought up racing cars. Once the hostilities had ceased he sold them to form the basis of post-war racing entries. He later raced a whole host of cars before turning to management and taking Aston Martin into Formula 1. Parnell went on to run the Yeoman Credit Racing with the help of his son Tim who later raced in Formula 1 himself.





Denis making his farewell speech in Te Puke,  
Feo Stanton standing on the right Clive (Denis' father) Mrs Hulme, Greta, D

## Recollections of Denny Hulme by Christine.

We were invited to attend the wedding of Denis Hulme and Greeta Main in November 1963 in Tauranga; it was an elaborate one. The bridesmaids carried parasols instead of bouquets, which intrigued me. The outfit I wore to the wedding was a Chanel styled navy blue boucle suit, the jacket edged with white, the skirt was a mini tight one. I wore a white hat, white shoes, clutch bag and gloves. The champagne that was served at the wedding breakfast Denis had won in one of his races (Monaco). There were a lot of well-known members of the car racing fraternity at the wedding. We kept several empty champagne bottles as souvenirs.



*Johnnie's Morris Eight*

In 1963 or 1964 Denis brought home with him a Mini Cooper S and John was delighted to be able to take a ride with him while Greeta and I waited (for quite a while I remember).

We remained close friends for many years exchanging letters when they lived in England. Gary, our son, was born on the same day, March 5, 1967, as their son Martin who was born in Tauranga. They had a daughter, Adele, who was born, I think, about 1970. It was after the death of Martin that Denis and Greeta separated and we lost touch although John did touch base with her and Mrs Hulme at the funeral of Denis.

We always visited Denis' parents when we went to Tauranga to stay with my in laws and on one occasion Clive had great pleasure in showing me a new portable typewriter he had bought when they had been overseas, one that could type italics.



Below is a photo of John holding Martin Hulme's hand and I am holding Gary's – January 1968



*Photo Album's*  
*Album of Gang Cars in 1960s*



**At the Esk river. Trev's 1959 Humber 80, Ricks Morris Minor, Barry's 1959 Hillman Minx, Les's Austin A30**



**At the Esk river. Trev's 1959 Humber 80, Ricks Morris Minor, Barry's 1959 Hillman Minx, Les's Austin A30  
Trev in Everett's Firemans suit**





Rick's 1937 Chevrolet





**Rick's 1952 Morris Minor**



**Rick and Johnnies 1952 Morris Minor's**





**Rick's 1960 Humber 80**



**Rick and 1960 Humber 80**



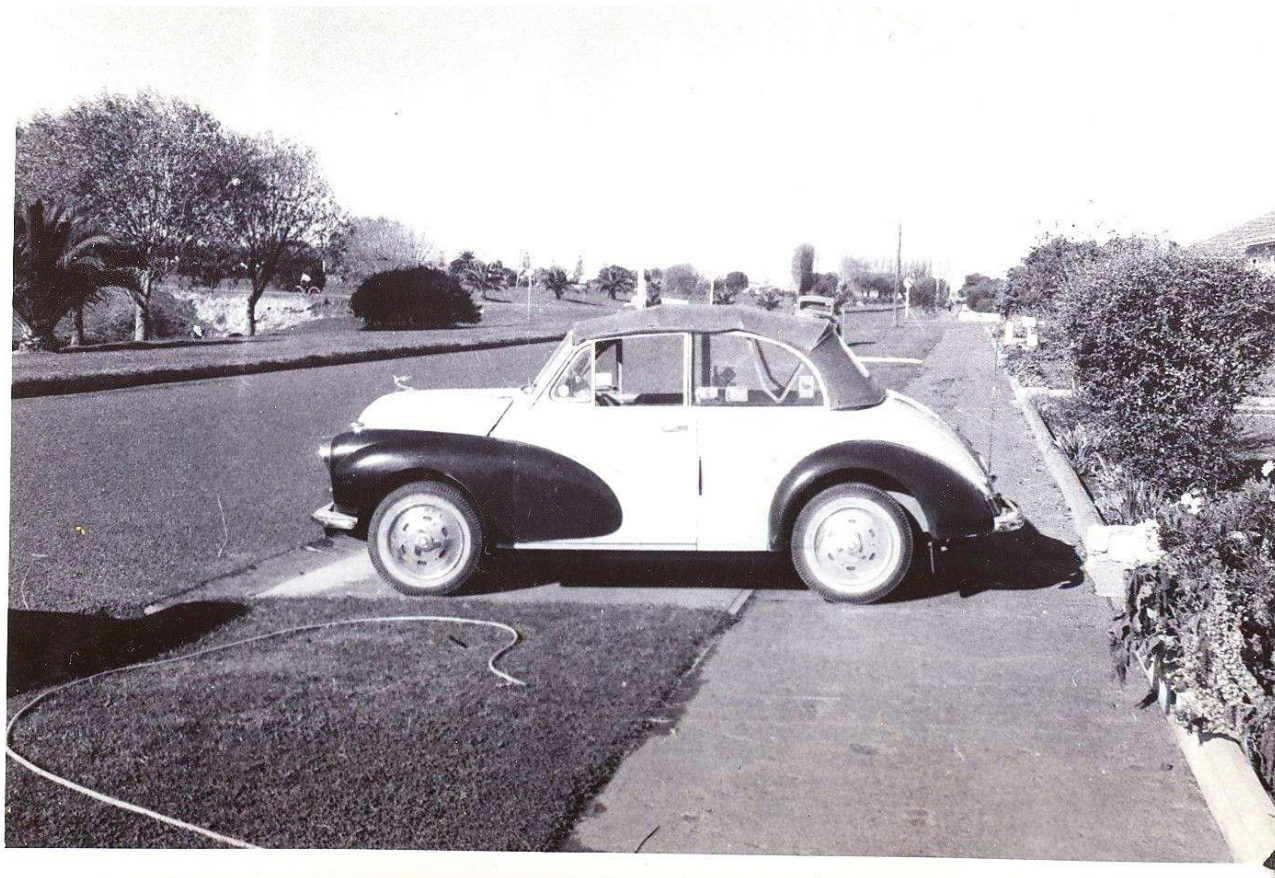


**Ricks Valiant Pacer**





Front of Ricks Valiant Pacer



**Johnnies 1952 Morris Minor Convertible**





Les's A40 Farina



**Trevor's 1959 Humber 80**





**Jim Swains 1958 Humber 80 and 1955 Austin A40 Somerset**







**Ian Smith's 1954 Mark 1 Zephyr**



**John Calnans Mark 2 Zephyr**



**Rick and Trevs Humber 80s (Rick & Vicki wedding)**



**Ian's Zephyr, Johnnie's Minor, Clive's Vauxhall**



## *Album Napier Mardi Gras*

### **Group 1961-1962**

BACK: Les, Barbara  
Spershott, Rick, Marlene  
Redshaw, Barry, Johnnie,  
Chrissie, Margaret  
Spershott, Graeme Burgess,  
Gay Bulled

Front left: Bev Angland  
Trevor Lysie Calnan Edna  
Simms Lyn Pederson



Lynsie 16 years old and Trevor 21 years old





Trevor Harris 21 years old





Group 1962-1963



From Left: Lysie, Trevor, Smiley, Jim Bunce, Chrissie, Johnnie, Robyn Taylor, Clive Bush

Group 1963-1964 #1



**Jim and Dot Swain**

**John and Christine Davies**

**Les and Jill Gleeson**



Group 1963-1964 #2



From Left: Jim Bunce, Jill Les, John Calnan, Jim Swain, Dot Johnnie, Chrissie, Rick



Group 1963-1964 #3



Jim Bunce, John Calnan, Jim Swain, Les Gleeson, John Davies, Rick Collister

**Group Les Jill Barry 1964-1965**



*Les and Jill*



*Barry Jill Les*



## Album of Chateau Trip



*DeBretts Hotel Chateau trip.*

Ian, Rick, Clive, Jill, Auck Girl, Jimmy Bunce, Auck Girl, Barry, Johnny, Les, Margarett Campbell, Jimmy Swain



*John Christine Jim Swain Margaret Campbell*

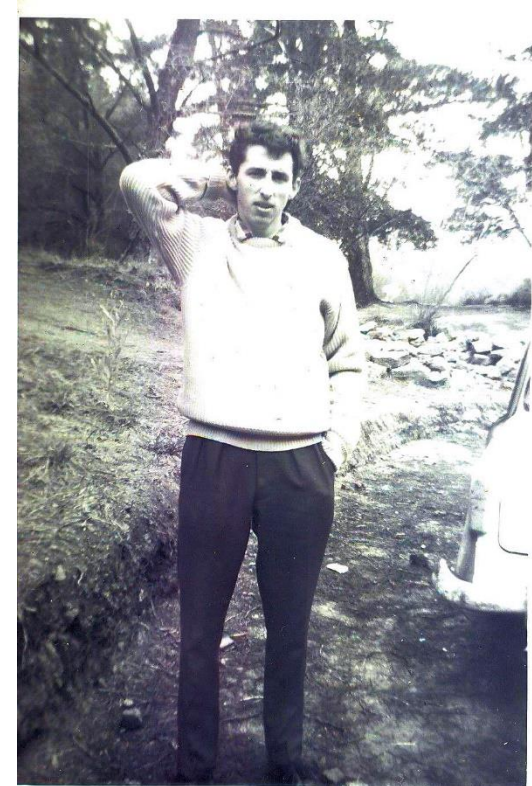


*Johnnie*



*Chateau Trip, Huka Falls*

Jimmy Swain, Barry, jimmy Bunce, Les



*Johnnie*





*Chateau 31 Aug 1963*

Ian, jimmy, Christine, Johnny, Margaret, Jill, Jimmy, Clive, 2x Auck Girls, Barry



*Jimmy Swain, Barry, Jim Bunce, Les, John*

## *Album of Johnnies 21st*



John and Christine and Family





*Christine & Johnnie*



*Rick & Viki*



*Christine*

Top row Brian Doidge Johnny Davies Les Gleeson  
Second row Don Stuart Trevor Prince Jim Swain Rick  
Collister Charlie Bryant  
Third row Ian Smith Don Carter Clive Bush Noel Davies  
Bottom row Graeme Burgess Gilbert Duncan John  
Calnan



*Album of Les's 21st*



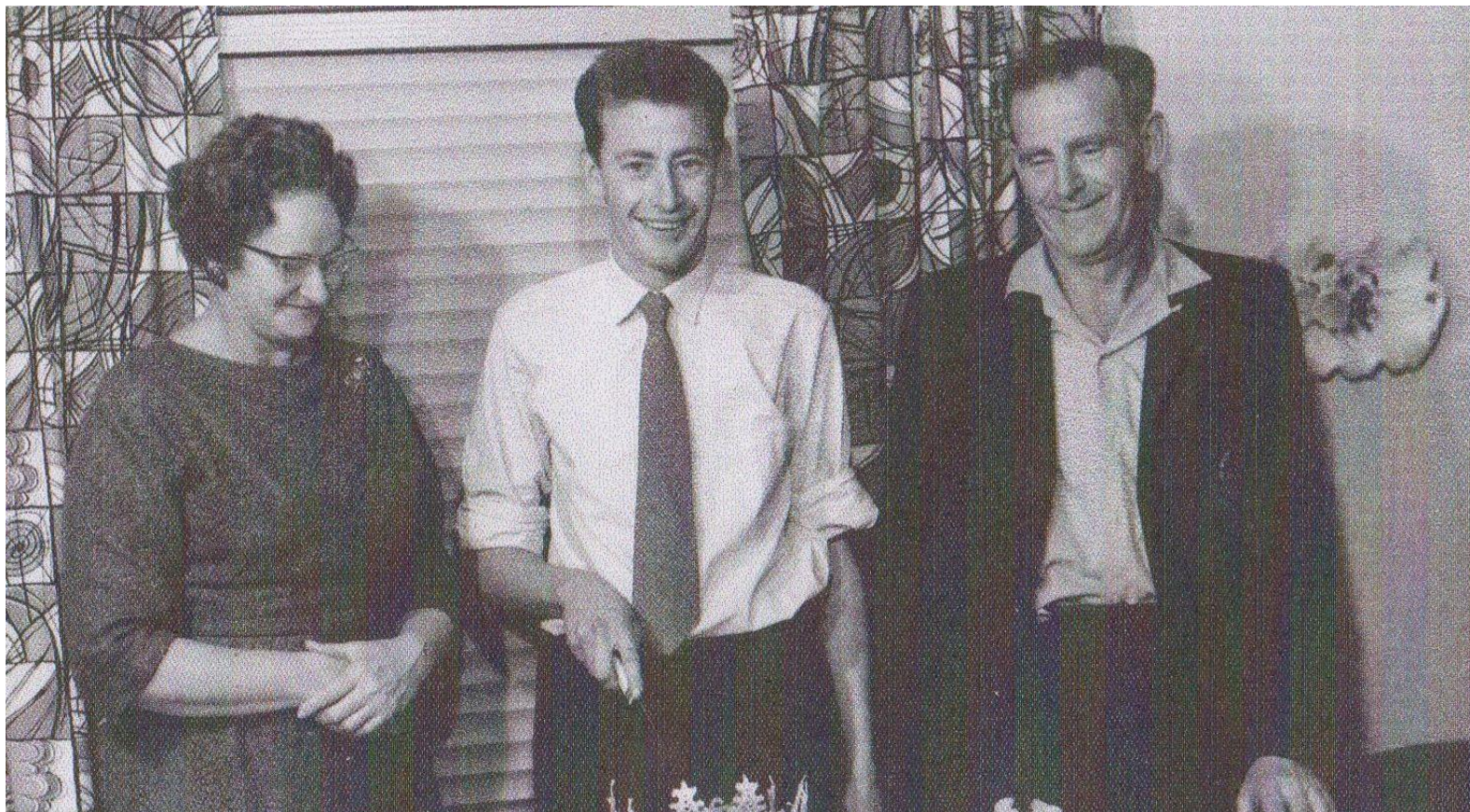
**Johnnie, Rick, Barry, Les, Bob Streeter Front Jim Bunce, Trev**





From Left: Lyn, Gay, Chrissie, Marlene, Greeba, Jean, Christine Paine Front: Vicki





**Les with his mother and father**



*Album of General and Individual Photos*



Chrissie and Johnnie



Chrissie and Johnnie



*Johnny and Rick*



*Rick and Vicki*





Les and Jill



Don and Greeba



Jim and Dot



Barry Everet

## Day at Esk River



Cars, Trevs Humber, Ricks Minor, Barry's Hillman, Les A30.

Les Barry Rick Trev in Barry's Fire suit





Trev



Erin Swanell and Trevor Prince



Robyn Taylor and Clive Bush





*Jim Swain, Dot, Jill, Les*



*Les and Jill*



*Barry Jim B, Jim S, Johnny*



*Les and Jill*





Marlene and Greeba



Les Rick Johnnie



Vicki at the Mayfair Hotel



*Chrissie and Les Te Pohue 1964*



*Mt Maunganui Oct 1962*

Christine, Johnny's Sister and  
Boyfriend, Charlie, Clive



*Rotorua Oct 1962*

Ian Zephyr, Johnny MM, Clives LIP



Gay and Graeme's wedding

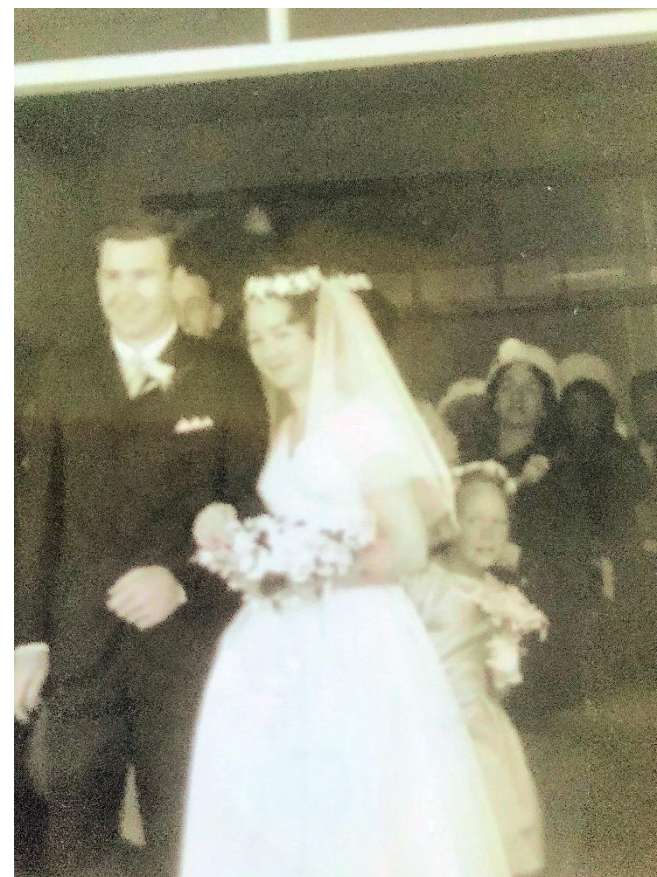


## *Album of Wedding photos*

**Rick and Vicki Wedding**

+ -







## John and Christine Wedding





Les and Jill Wedding



Barry Everett Wedding



Rick, Viki, Les Mother, Jim Swain, Les Father, Jill

## *Album of Napier 1960s*



*Photo Album & History of the (1960s) Napier Gang*

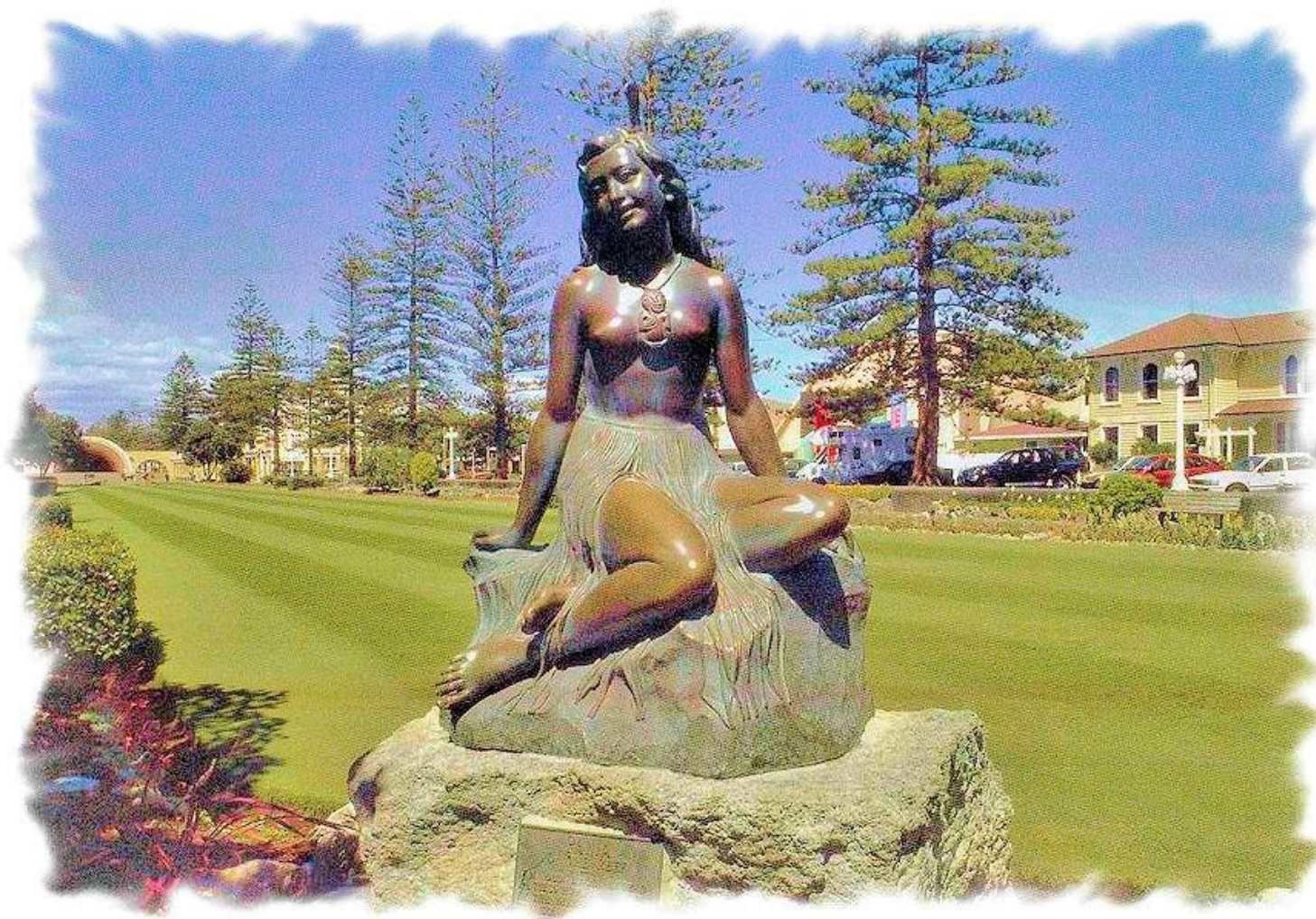


## Marine Parade





Pania



Pania of the Reef



## Emerson Street Arches





### Emerson Street



### Grabtree Diner



## Traffic Cops



*Cop looks Like Gibson Riding Water cooled Velosette used for checking parking meters in 1960s*



Cops with Speed Radar



## Napier Railway Station and Railcars



*Napier Railway Station 1960s*



*Napier to Wellington Railcar 1960s*



*Napier to Gisbourne Railcar 1960s*

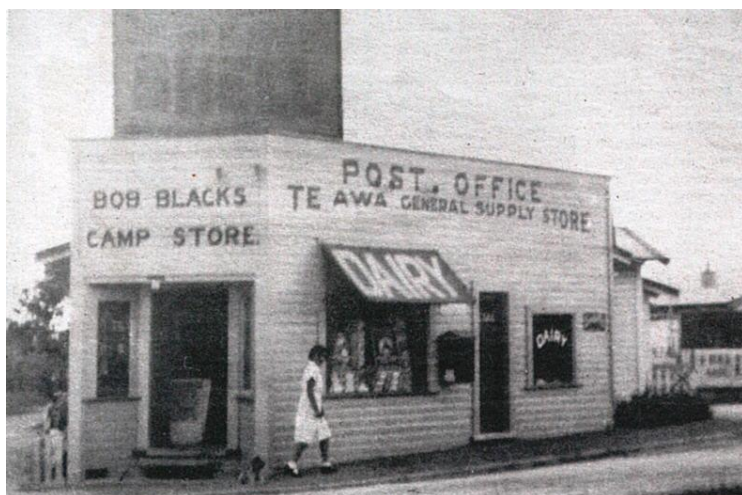
## Napier Buildings and Shops



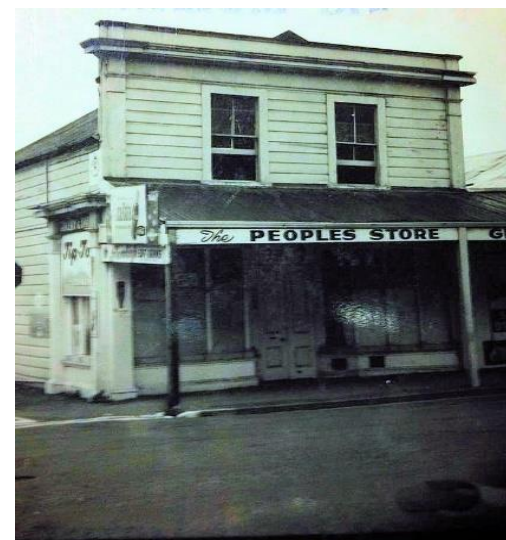
*Daily Telegraph*



*T & G Corner*



This shot of the Te Awa General Supply store was taken about 1937. As well as running the store, Bob Black also ran the post office and a petrol station.



*Peoples Store Opposite Barclay Motors*





Dockery's Grocers where Barry worked in Emerson street



## Westshore Beach



Major Park Westshore Beach, N.Z. 1912

## Napier Radio



# Hawkeye



FEB • 66



## Napier Taupo Road



## *Albums and History of Later in Life*

**John and Christine and Family**



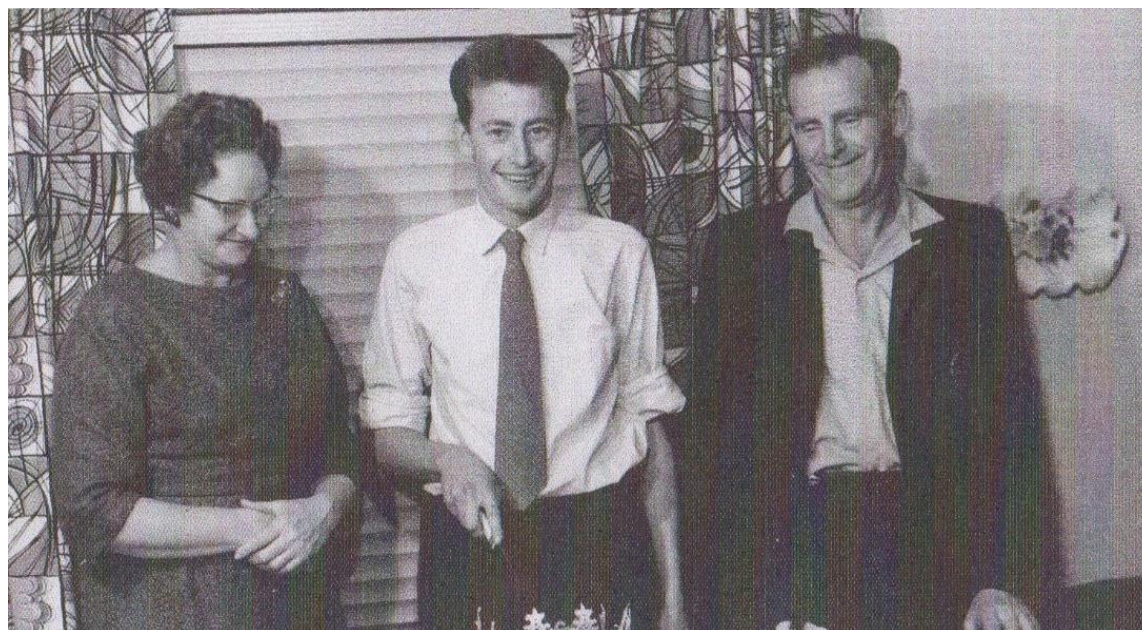


**Jim and Dot and Family**





## Les and Jill and Family





**Rick and Vicki**



Rick and Vicki at the Look out In Adelaide 2010

## Trev and Family





**Get Together July 2009**  
**John Christine Vicki Rick Trev**



Get Together Sept 2018

John Christine Les Jill Dot Trev



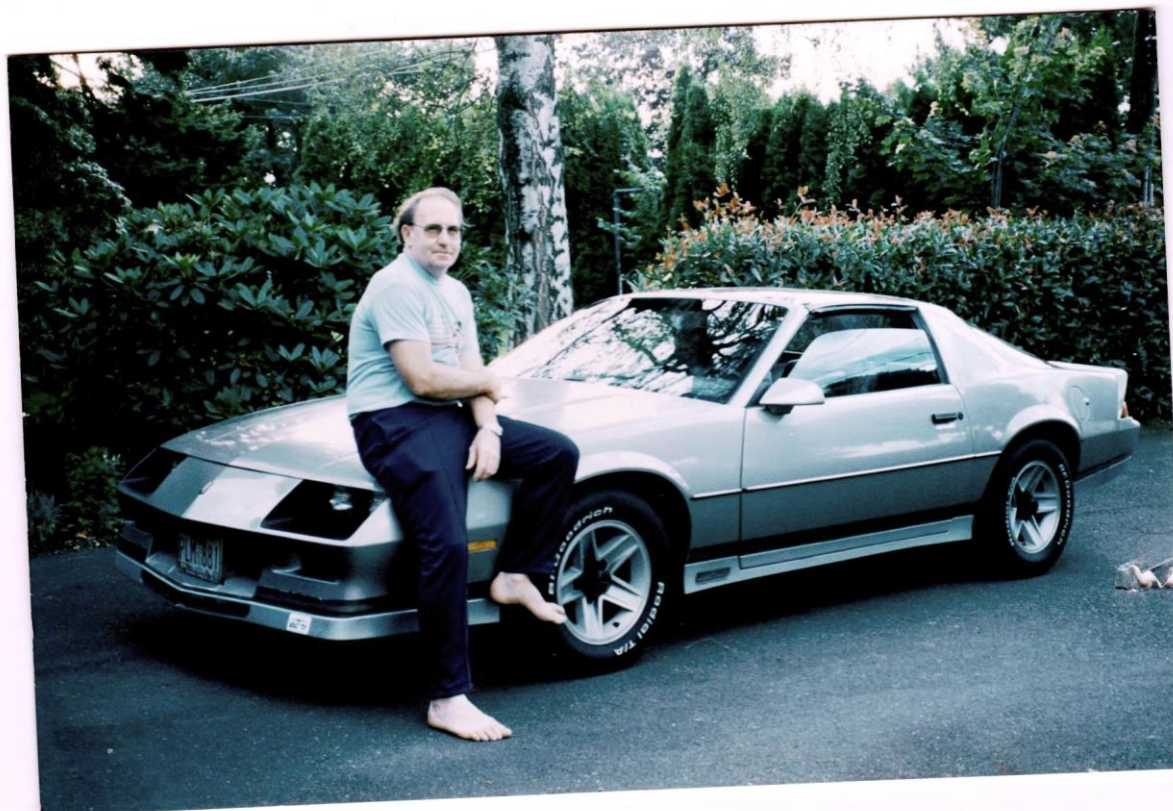


### Sept 2018 Guys and Girls





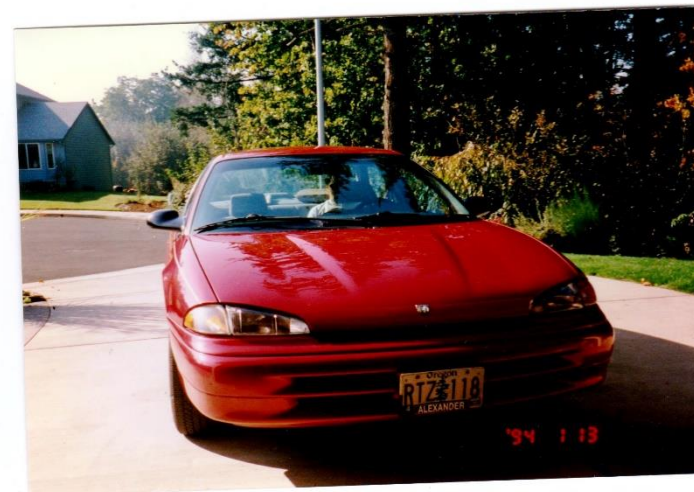
*Album of Rick and Vicki Cars in USA*



**Rick's Camaro**



**Rick's TransAm**



**Ricks Dodge Intrepid**



**Vicki's Oldsmobile Cutlass**



**Vicki's Mustang**



## *Tribute to Denny Hulme – by Michael Clark*

On one hand, Denny Hulme was no overnight star – but on the other hand he was! motor racing's more unusual careers. Many top Formula 1 drivers of his era Formula 3 followed by a season or two in Formula 2. With luck a ride in a mid-field *break*.

Denny took a long time to get a regular Formula 1 ride – in fact he came oh so close New Zealand. From the time he arrived in England in 1960, with Whangarei's *Europe*, until securing the number 2 drive in the Brabham Formula 1 team for 1966, working as a mechanic by day to make ends meet.

There were several turning points in Denny's career over those six years – his first circuit in Italy (even longer than the Nurburgring) in 1960 before scoring the first UK win for a new manufacturer on Boxing Day at Brands Hatch in 1962. Denny had been given a chance in the new Brabham BT2 in June 1962 and immediately pleased his boss by putting the new challenger on pole position. He challenged the Lotus supremacy in Formula Junior in 1963 and only missed the title by a whisker. That was enough to be entrusted with a works Brabham-Climax for the inaugural Tasman Cup at the start of 1964. He won first time out.

Denny was a force in Formula 2 throughout 1964 and '65 but when Brabham produced a little 2-litre sports car, he was damn near unbeatable. It was then a natural progression to the new Group 7 sports cars that became to be known as Can-Am. It was a match made in motor racing heaven – Denny, the big strong brute of a man, and these muscular big horsepower monsters. Jack Brabham first gave him a run in a Formula 1 car in a non-championship race in Sweden before his biggest chance came at the biggest venue of all – Monaco. He neither starred nor disgraced himself. He did exactly what was required – qualify solidly and bring it home in one piece.

1966 was the great turning point – the culmination of all the years struggling, sleeping in his tow-car en route to another far flung European Formula Junior race, towing the Cooper on an open trailer and being driver/team manager and mechanic all rolled into one. He made his first F1 podium visit in France in round 3. He went another step up the ladder when he came second to his boss in the British Grand Prix and finished the year with two more podiums and fourth in the world championship. There were more Group 7 wins in Britain and the shared drive at Le Mans where he and his co-driver finished a just behind the identical Ford GT40 of McLaren and Amon.

If 1966 was the year that showed the world that Denny might just be good enough to win a Formula 1 Grand Prix, 1967 confirmed it – and then some. If you had to pick a place to score your maiden GP victory, it might as well be Monaco. Or perhaps the Nurburgring. He won both – in that order, plus enough other seconds and thirds to be crowned world champion. After taking forever to get into F1, once there he just aced it – no other driver of the rear engine era had taken less Grand Prixes to go from F1GP debut to World Champion. He moved to McLaren in 1968 and nearly won it again – the first time the all-Kiwi team had mounted a serious two-car challenge.



How could this be so? The answer lies in one of followed a familiar path – a season or two in Grand Prix team, at least, and then the *big*

to jacking it all in it 1962 and heading back to George Lawton as joint winners of the *Driver to* there had been six hard seasons of racing – and

Formula Junior win on the daunting Pescara

Denny had already driven for Bruce in but Denny was champion in 1968. He Rookie of the Year in 1967.

He was again Can-Am champion in 1970 was also the year Denny's hands were just like all those times in the early 60s obstacles – he just never gave up.



Can-Am in 1967 – Bruce won the title that year again raced at Indianapolis after being crowned

– the year his great mate Bruce was killed. It burnt so badly that he barely move them, yet – when it all just seemed too hard, with so many

In fact he couldn't give up – whether it was touring cars or trucks, he really couldn't give up. He died in 1992 doing what he loved in Australia's 'Great Race' – without so much as putting a mark on the car. Hollywood couldn't have dreamed up Denny Hulme's career – it just didn't follow the normal pattern, but then that was Denis Clive Hulme – he was never 'standard issue'.

## *Tribute to Bruce McLaren*

When Bruce McLaren died in a testing accident at Goodwood in 1970 at the young age of 32, he had already established a rich heritage which he was to leave to the world of motor racing. His team had been phenomenally successful in various forms of racing, he had been successful as a driver, and he had been much admired as a person and greatly loved in the sport.

That heritage has survived throughout the years. Teddy Mayer ran the team for a decade after McLaren's death, Ron Dennis then took it over in 1980 and since then, McLaren International, now known as McLaren Racing, has enjoyed incredible success, run with an attention to detail that the founder would have appreciated.

McLaren's early links with Ford, for instance, are mirrored by those currently with Mercedes-Benz. To move into Grand Prix racing, Bruce established his team under the flight path at Colnbrook, near Heathrow. The McLaren Technology Centre, where the formula One team is now based, on the outskirts of Woking in Surrey sees the team remain in the same area.



But it all began on the other side of the world. Bruce McLaren was born in Auckland, New Zealand on August 30, 1937. His father, Leslie, ran a garage and having raced motorcycles, moved to racing cars after the war.

Bruce McLaren himself had an extraordinary childhood; aged nine, he contracted Perthe's disease which affects the hip. After a month in hospital, he spent three years in a home for crippled children, his legs in plaster casts, lying in traction, immobile for months on end. Later he would be allowed a wheelchair but at one time there were fears that he would never walk again. He did so, of course, but with a limp; his left leg was 1 1/2 inches shorter than his right. All this time, however, he studied and was able to graduate to an engineering course at Seddon Memorial Technical College. But he was already intrigued by motor sport. His father bought an 750 cc Austin Ulster Seven but it scared him rigid. Bruce, however, persuaded his father that he should race it and an early rival was one Phil Kerr, who was to become a mainstay in the McLaren team. When the Austin was sold (it is now at the McLaren Technology Centre in Woking) Bruce raced his father's Austin Healey 100 in 1956/7, but when this expired, McLaren managed to buy a bob tailed centre seat Cooper, previously raced by Sir Jack Brabham.

All this time, Bruce was still a student but managed a kind of correspondence course with Brabham in England to sort out the car. Brabham then suggested bringing a pair of Formula Two Coopers to New Zealand for the winter and that Bruce would drive one of them. There was a fair amount of success, and Bruce went on to become New Zealand's first 'Driver to Europe' in 1958.



Bruce sold his own car and instead bought a new Cooper when he arrived in England. It was the start of his international career, and he learned about European racing as he trailed the little Formula Two car from race to race. But it was finishing fifth overall and first in Formula Two in the German Grand Prix at the Nürburgring that really established him. He took a 1960cc Formula Two car home to New Zealand and won his national championship that winter.

For 1959, Bruce was signed as a Cooper Formula One driver which he would remain for the next six years. His teammate was Jack Brabham and in that first year, he won the final Grand Prix of the year at Sebring. He was the youngest ever winner of a Grand Prix at 22, and his teammate won the World Championship.

Bruce became engaged to Patty Broad that winter, and would marry her the following year. On his return to Europe, he was Brabham's teammate again, and once again, the New Zealander won the World Championship. Bruce actually led the championship for a race and won in Argentina. He was second to Brabham in the championship. Brabham now left the team, leaving McLaren as team leader, but new engine regulations cost the team dearly in 1961. It was better in 1962 when Bruce was allowed some say in the design process and he won at Monaco, finishing third in the championship. The following year, however, was very difficult. Patty McLaren was injured in a water skiing accident, John Cooper was badly injured in a road accident, Bruce himself was thrown out of his uncompetitive car at the Nürburgring and was knocked out, he then began to look for alternatives.

As usual, McLaren wanted to take a car down to New Zealand to race in the Tasman series, but his suggestion to slim down a pair of Coopers for himself and American Timmy Mayer, fell on deaf ears at Cooper. So late in 1963, Bruce and Mayer's brother Teddy registered the name Bruce McLaren Motor Racing Ltd. The series was a success in that Bruce won the championship, but tragic because Mayer was killed. It had sewn the seeds, however. Bruce would say that there was nothing like designing, building, running and racing your own cars. It was full circle. Bruce would continue as a Cooper Formula One driver for another two seasons scoring 13pts in 1964 and 10 the following year, while his own company was being established.

While Formula One remained the major series, sports cars were also fashionable on either side of the Atlantic. Bruce, via Mayer, bought the ex Mecom/Penske Zerez Special and raced it in Europe. That spawned the idea of their own car, the McLaren M1, and that was put into production by Peter Agg's Lambretta Trojan Group in Rye, Sussex. They would make and sell 200 McLarens during the next ten years. Bruce was also involved in the development of Ford's GT cars. McLaren was still Cooper's number one driver in 1965, but Charles Cooper died and son John sold the team to the Chipstead Motor Group. Bruce, helped by a former Concorde senior scientific officer called Robin Herd, began to seek other areas than sports cars and looked to the new three litre Formula One in 1966.

## Trev's Life Photo Album (after his Single days)

### Trev's Occupations

Rothmans, IEA, Weldwell, Trev's Electrical Repairs, Joe Whit Maltings



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All Models including:  
TIG, ARC, P.F.  
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**POSTAL ADDRESS:**  
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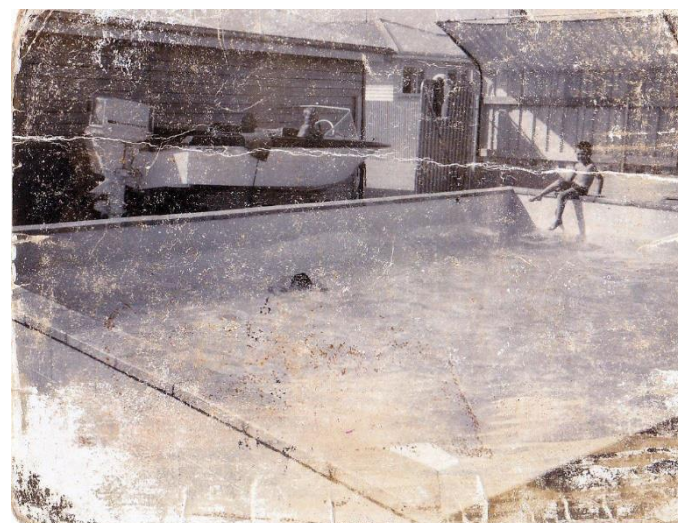
**Trev's Homes  
Morris Spence**



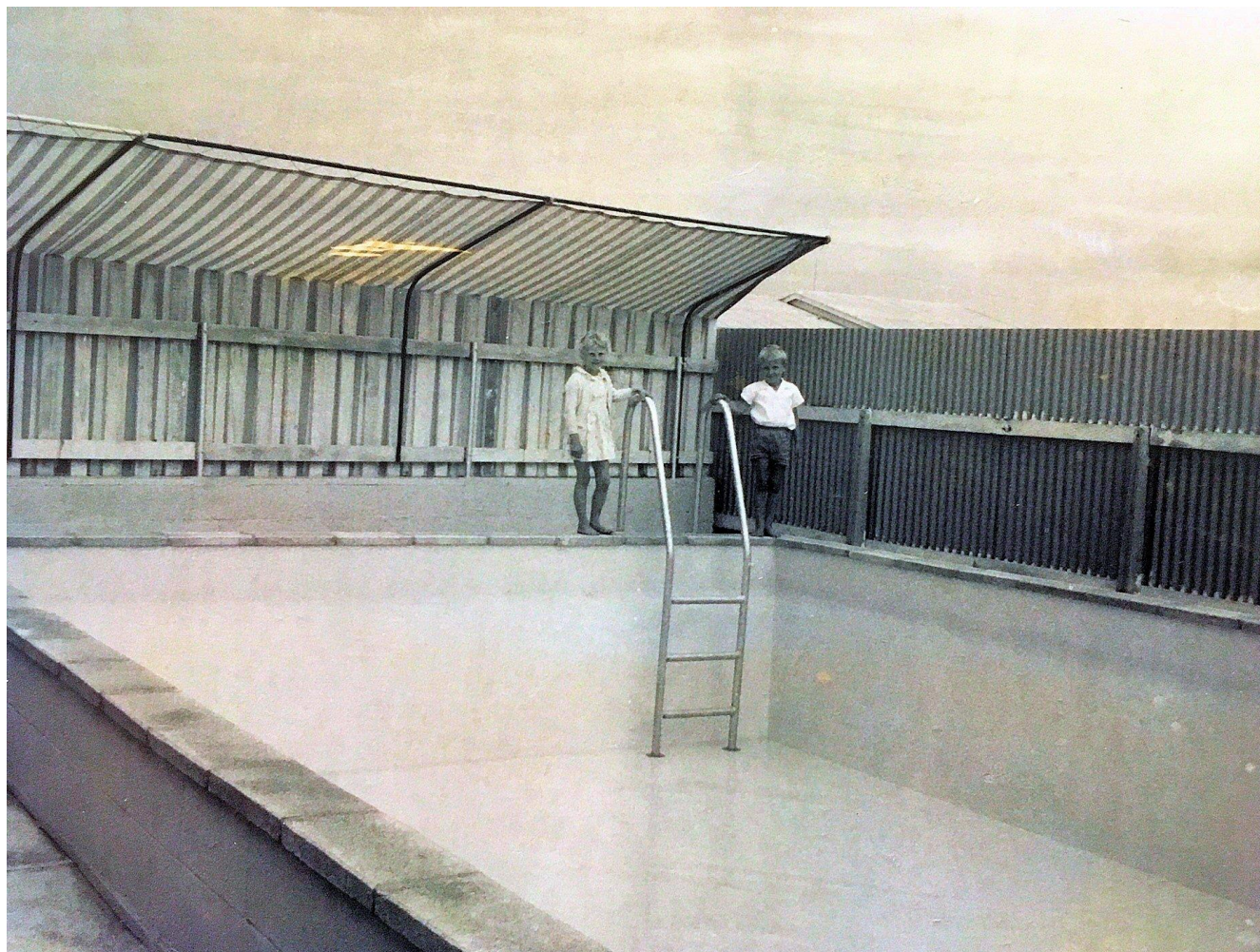
Number 110 Morris Spence Ave Napier (Next door to the Left is Rick and Vicki Collister's House)

Trev and Lysie had this house built (By John Foster Husband of Colleen Gleeson) in 1964 Trev along with the shared help of Rick and Johnnie and with our own hands and skills, Concreted the Drive, Built the Fences, Built the Car shed and built the Swimming pool.





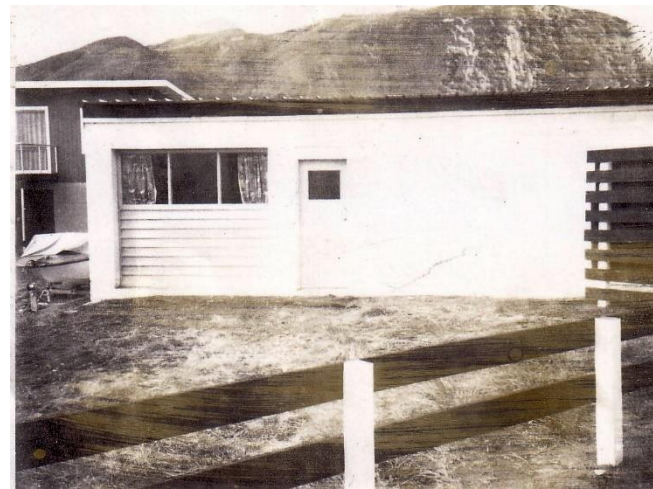




**Pool Designed, Drawn & Built by Trev with Own Hands**



## House (Bach) Mahia



Bach Designed, Drawn & Built by Trev with Own Hands (Apart from Block work and Second story)



### House Whirinaki NZ



Trev Drew designed 600 square foot Extension and Got permit and Built completely with his own hands



## House Paralowie South Australia



Built this Luxury House in Adelaide 2002 did all the Improvements myself



## House Two Wells South Australia



Built house on two and half acres bare land and did all the Improvements myself

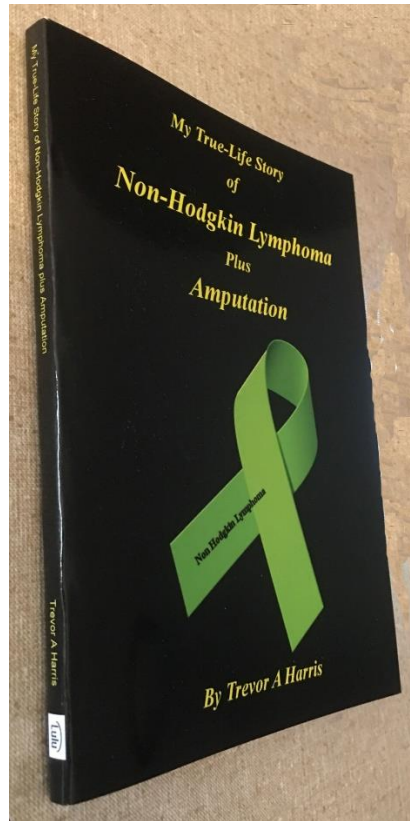


## Flat Woodville South Australia



# Trev's Cancer & Amputation Album

Trev's Book



Chemo Treatment Chair

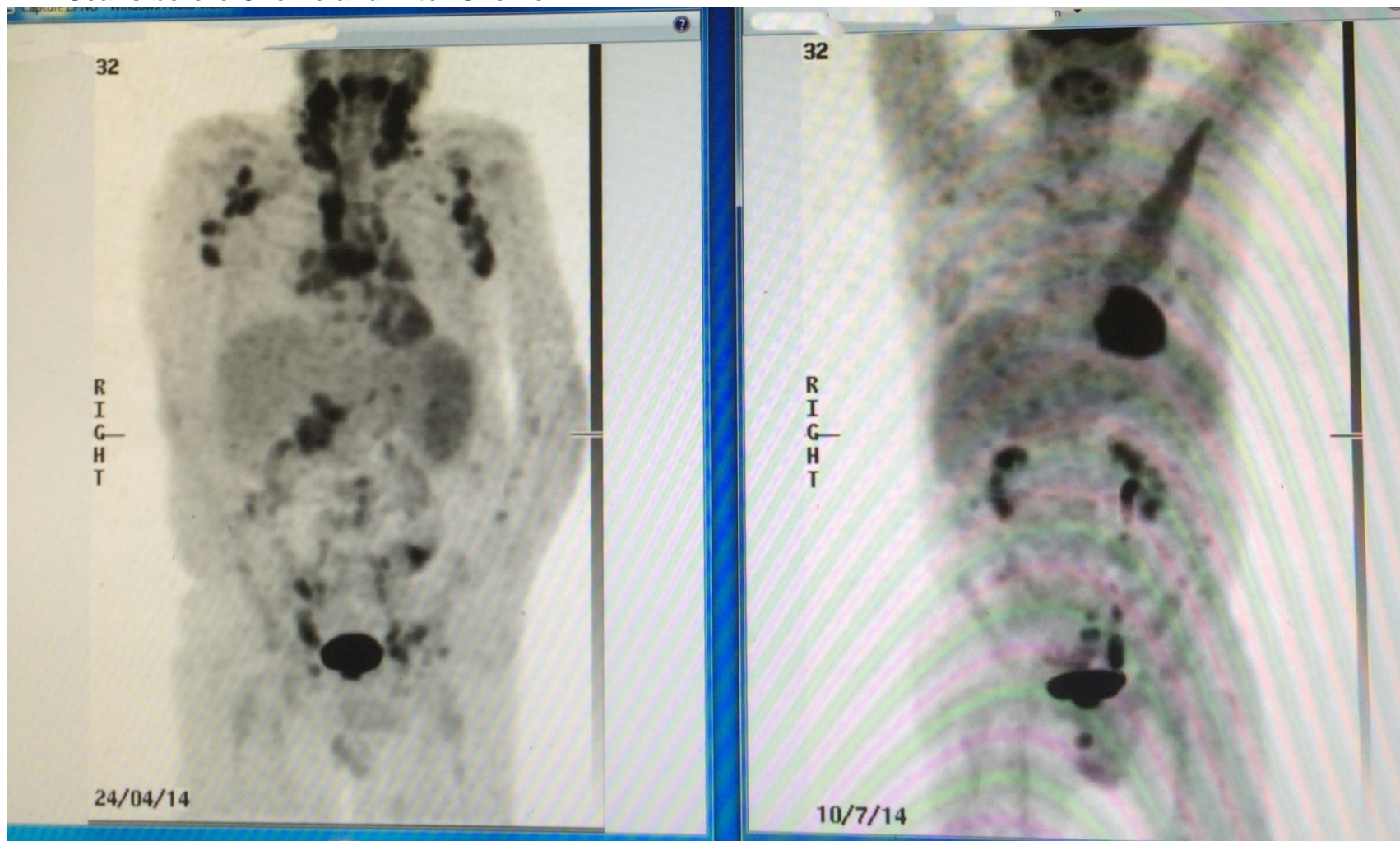


Daily Medication

| MEDICATION LIST   |   | RECOMMENDED DOSING SCHEDULE  |  |         |       |        |     |         |          |         |         |
|---|---|--|--|---------|-------|--------|-----|---------|----------|---------|---------|
| ASPIRIN Tablets 100mg   | Cardiprin, Astrix, Spren.                                     | To prevent the formation of blood clots  | <table border="1"> <tr> <td>8:00 AM</td> <td>Lunch</td> <td>Dinner</td> <td>Bed</td> </tr> <tr> <td>7:00 AM</td> <td>11:00 AM</td> <td>4:00 PM</td> <td>8:00 PM</td> </tr> </table> <p><b>1</b></p>                          | 8:00 AM | Lunch | Dinner | Bed | 7:00 AM | 11:00 AM | 4:00 PM | 8:00 PM |
| 8:00 AM   | Lunch   | Dinner   | Bed  |         |       |        |     |         |          |         |         |
| 7:00 AM   | 11:00 AM  | 4:00 PM  | 8:00 PM  |         |       |        |     |         |          |         |         |
| PREGABALIN Capsules 25mg  | Lyrica  | For the treatment of neuropathic (nerve) pain  | <table border="1"> <tr> <td>8:00 AM</td> <td>Lunch</td> <td>Dinner</td> <td>Bed</td> </tr> <tr> <td>7:00 AM</td> <td>11:00 AM</td> <td>4:00 PM</td> <td>8:00 PM</td> </tr> </table> <p><b>2</b></p>                          | 8:00 AM | Lunch | Dinner | Bed | 7:00 AM | 11:00 AM | 4:00 PM | 8:00 PM |
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| 7:00 AM   | 11:00 AM  | 4:00 PM  | 8:00 PM  |         |       |        |     |         |          |         |         |
| PANTOPRAZOLE Tablets 40mg<br>*Swallow whole. Do not crush or chew*                          | Panto, Pantofast, Salpraz, Somac, Torzole, plus other brands. | To reduce acid levels in the stomach   | <table border="1"> <tr> <td>8:00 AM</td> <td>Lunch</td> <td>Dinner</td> <td>Bed</td> </tr> <tr> <td>7:00 AM</td> <td>11:00 AM</td> <td>4:00 PM</td> <td>8:00 PM</td> </tr> </table> <p><b>1</b></p>                          | 8:00 AM | Lunch | Dinner | Bed | 7:00 AM | 11:00 AM | 4:00 PM | 8:00 PM |
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| 7:00 AM   | 11:00 AM  | 4:00 PM  | 8:00 PM  |         |       |        |     |         |          |         |         |
| FLUCONAZOLE Capsules 200mg  | Diflucan, Dizole, Fluzole, Ozole, plus other brands           | To treat and prevent fungal infections.  | <table border="1"> <tr> <td>8:00 AM</td> <td>Lunch</td> <td>Dinner</td> <td>Bed</td> </tr> <tr> <td>7:00 AM</td> <td>11:00 AM</td> <td>4:00 PM</td> <td>8:00 PM</td> </tr> </table> <p><b>1</b></p>                          | 8:00 AM | Lunch | Dinner | Bed | 7:00 AM | 11:00 AM | 4:00 PM | 8:00 PM |
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| 7:00 AM   | 11:00 AM  | 4:00 PM  | 8:00 PM  |         |       |        |     |         |          |         |         |
| FAMCICLOVIR 250mg   | Ezovir, Famlo, Famvir, Favic, plus other brands               | An antiviral medication  | <table border="1"> <tr> <td>8:00 AM</td> <td>Lunch</td> <td>Dinner</td> <td>Bed</td> </tr> <tr> <td>7:00 AM</td> <td>11:00 AM</td> <td>4:00 PM</td> <td>8:00 PM</td> </tr> </table> <p><b>2</b></p>                          | 8:00 AM | Lunch | Dinner | Bed | 7:00 AM | 11:00 AM | 4:00 PM | 8:00 PM |
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| TRIMETHOPRIM with SULFAMETHOXAZOLE Tablets 160/800mg  | Bactrim DS, Resprim Forte, Septrim Forte                      | This is an antibiotic – the entire course should be completed.                           | <b>Take ONE tablet TWICE a day on MONDAYS and THURSDAYS only</b>   |         |       |        |     |         |          |         |         |
| <b>The following medications are to be taken only when required</b>                         |   |  |  |         |       |        |     |         |          |         |         |
| OXYCODONE Tablets 5mg   | Endone  | For the treatment of moderate to severe pain   | Take ONE tablet up to FOUR times a day if required   |         |       |        |     |         |          |         |         |
| <b>The following medications are used to help you in your cancer journey</b>                |   |  |  |         |       |        |     |         |          |         |         |
| PREDNISOLONE Tablets 25mg AND 5mg<br>Take these tablets with food to prevent stomach upset. | Panafortelone, Solone, Panafort, Sone                         | Steroid medication as part of your chemotherapy treatment                                | <b>Take FOUR 25mg tablets and TWO 5mg tablets (110mg total) each morning for FIVE days each chemo cycle (8/8/14-12/8/14)</b>   |         |       |        |     |         |          |         |         |
| ETOPOSIDE capsules 100mg AND 50mg   | Vepesid   | Part of your chemotherapy treatment<br><br>Take for FOUR days then STOP (8/8/14-11/8/14) | <table border="1"> <tr> <td>8:00 AM</td> <td>Lunch</td> <td>Dinner</td> <td>Bed</td> </tr> <tr> <td>7:00 AM</td> <td>11:00 AM</td> <td>4:00 PM</td> <td>8:00 PM</td> </tr> </table> <p><b>1 x 100 mg &amp; 1 x 50 mg</b></p> | 8:00 AM | Lunch | Dinner | Bed | 7:00 AM | 11:00 AM | 4:00 PM | 8:00 PM |
| 8:00 AM   | Lunch   | Dinner   | Bed  |         |       |        |     |         |          |         |         |
| 7:00 AM   | 11:00 AM  | 4:00 PM  | 8:00 PM  |         |       |        |     |         |          |         |         |



### PET Scans before Chemo and After Chemo



Before Chemo

After Chemo



Stump Photos



## Trev In Hospital





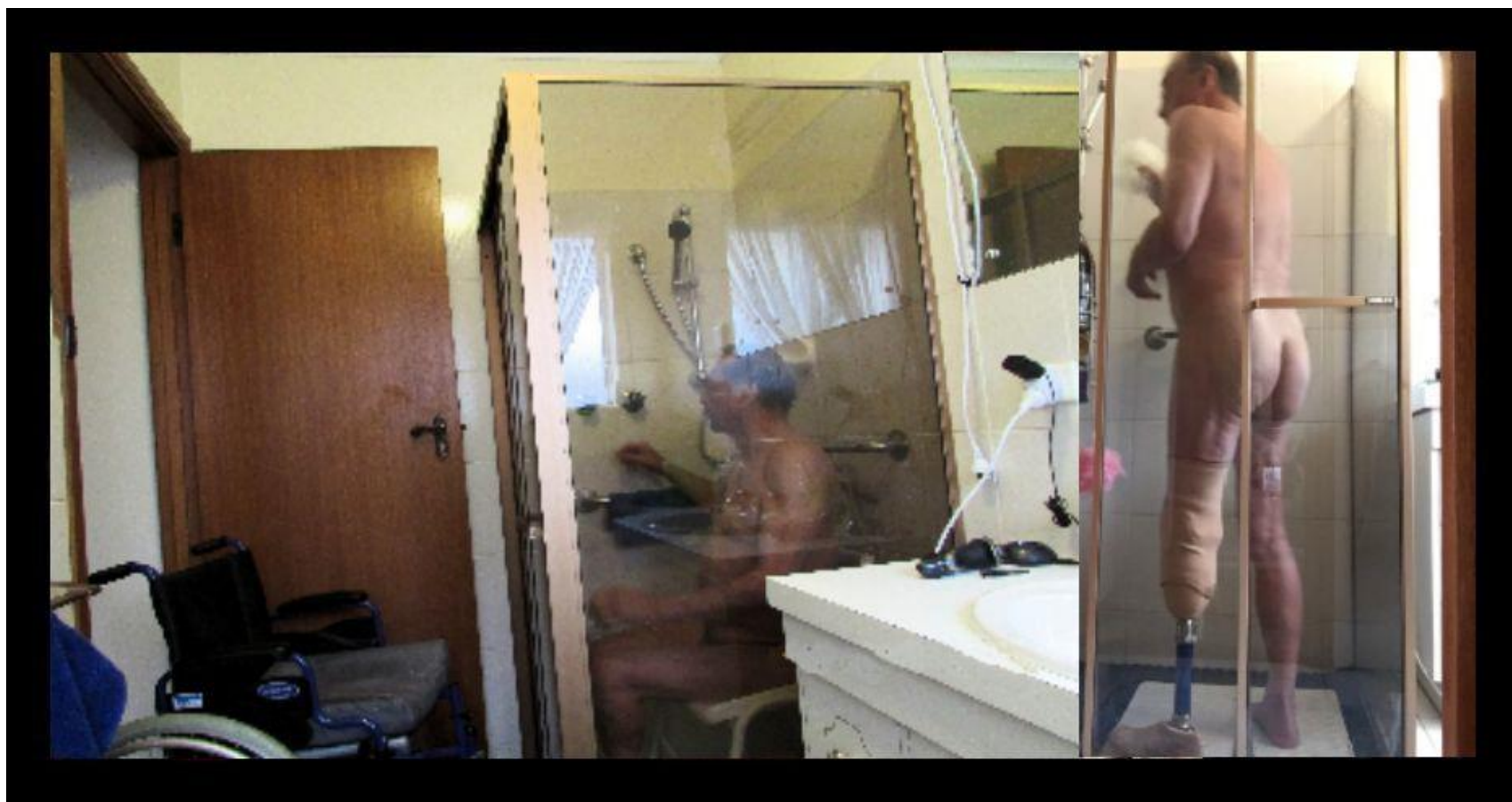
### Trev after Hospital





### Trev Showering with a one leg

Without a Prosthetic leg it is difficult to get from a wheelchair to the shower chair without falling. The Prosthetic makes it natural.



## Trev with Prosthetic & Buggy





## *Trevs Cars in Adelaide (Some of)*

### 4 Wheel Drives





**BMW's**



**Alfa**





## *Trevs Boats (some of)*

Boat in Napier



r



## Boat in Adelaide



## *Trevs Tractors*

**Ferguson TEA 20 After Stripping repainting Etc etc**





**Massey Ferguson 35 After I Stripped and Painted new Tyres etc etc**



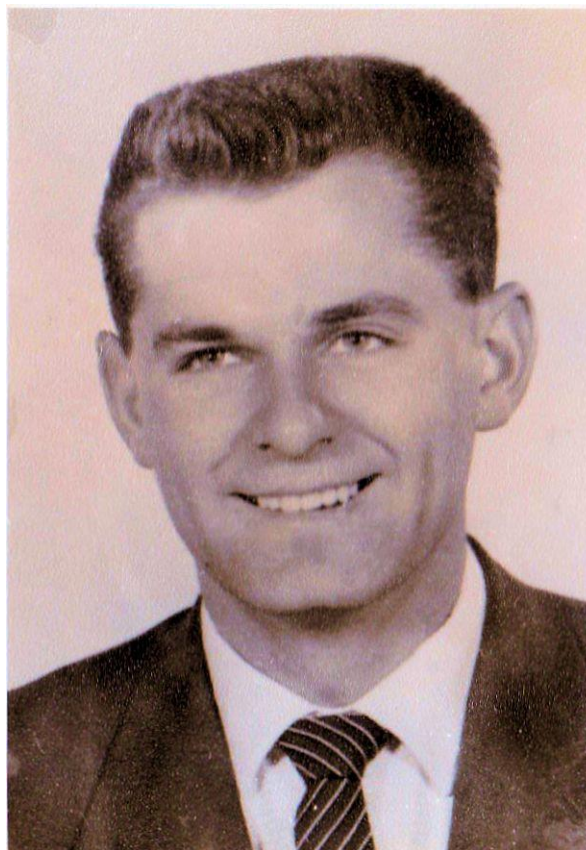


## *Trev's Caravan*



## *Tribute & Memories of Bill Linton in Woodville 1939-1953*

By Trevor Harris (Born 3 Sept 1939)



The early life of William Linton known as Bill

## *Introduction and Story by Trevor Harris Feb 2019*

I am the Eldest of three children in the family of Ronald & Gwendoline Harris.

I was Born in Woodville, NZ on the 3rd Sept 1939, the day the Second World War was declared. My father worked on the Railway and we lived in a new double State Unit at number 9 McLean street (the one nearest the Railway), our neighbors in the other Unit were **Jack and Rosie Calver** and family who turned out to be lifelong friends.

When my Brothers, Rex and Charles, (Twins) were born in Feb 1944 Mum & Dad Purchased their own home at 28 Ross Street (Now 32 as renumbered for some reason) Woodville.

Next door in Ross street on the Railway side was an empty section (owned by a builder who keep his timber etc there) and next to that at the time was #24 (now 28) lived the Linton Family, Father Alec, Mother Agee, son Bill (William) and Daughter Patricia.

---

### **Woodville 1944:**

It wasn't long before I met Bill Linton and time to start school at 5 years old. We became like Glue as in best mates and we would walk to school Summer & Winter Bare feet (never sandals or shoes) and paddling in the gutters on the way home.

We each had Hornby train set and used to couple them all together and make one large track.

We spent time doing things we weren't supposed to do on the section next door like borrowing bits of timber to build Huts.

### **Our First Bikes**

As Bill and I grew up we were given Bikes, not flash or new in hard times, but did the job, and so it was look out, they were seen here then there and everywhere!!! Have wheels will travel! We learnt to fix and fit extras ourselves. We could be seen riding over heaps of Road Shingle or up and down hills in paddocks leaving home at almost daybreak and returning after dark. (no one was worried about us, that's the way it was then, like safe as!)

### **Bills Parents**

Bills Father Alec worked for HB Farmers in Grocery dept and his mother Agee worked in a Sewing factory amongst other things.

Agee always seemed to be doing washing and NO MACHINE!! She had a Washing board (a board with ribs all the way down it) and rubbed the clothes up and down on it to wash them!



Being just after the second World war the economy was weak and fresh food not only hard to find but expensive, so Alec and Agee bought a section in McLean street and had those boys round there helping with growing vegetables!! That's all they used it for other than investment.

I remember going to Palmerston North a couple of times with Bill and family and visited his uncle and family, I think Alec's brother.

### **Woodville Woman's Hockey**

Alec and Agee were both real workers and were heavily involved in local sports, Agee Played and ran Women's hockey, a local farmer allowed the use of a paddock for a hockey field and so Agee Planned and laid out the field using Binder twine (used for hay bales)

Then she commandeered a couple of young guys!!!!!! To mark the lines using a three-wheel machine filled with creosote, a black weed killer, and we had to line up the machine on the Binder twine and wheel it along marking the lines by killing the grass.

### **Woodville Sports night**

Alec and Agee were real workers they took on and ran a sports night at the local ruby field on a Monday night in the summer.

It seemed like the whole of Woodville was there. They organized competition's and races for all ages like running three legged races long jumps and high jumps etc and guess what, yes Biking!

So yes, the main attraction for Bill and Trev was the Bike Races around the rugby field several times, Bill was a VERY competitive person and it was not in his vocabulary to lose. I remember the first week there was anything up to 20 bikes in a race and Bill would be waiting at the finish line for the rest of us, so they decided to give him a like a 20 yard handicap but he still won and I remember it got to the stage where he was starting on the opposite side of the field like two hundred yards behind us. I remember coming down the straight I was clearly in front and like 5 yards from the line when from nowhere came Bill and won by a whisker!! That was Bill.

### **Opposite where Bill lived were the Woolf' Family.**

Mr. Woolf was a Trained St Johns ambulance officer and he was there every Sports night, all dressed up in his uniform, and as a volunteer. (Mr. Woolf's son Bevan was a year ahead of us at school and son Jim and daughter Pam were in our class)

### **Woodville Horse Races**

Alec and Agee were also involved in some way with running the show on a Horse Race day, they were real workers, and yes they commandeered a couple of young guys to help clean up the area after the races!!!

Being at the Horse races was big time and after school sometimes on a rainy day we got, about 20 bottle tops, and numbered each one and we would sit on the floor at their house. We would mark out a race track on the lino and place the numbered bottle tops on the floor and take turns in giving them a push along the track until they got to finish line of course we bet on them, and I think Bill always won!! Haha.

### **Friday Nights**

On the odd Friday night (late night shopping till 9pm) we would, at about age 12, go to Palmerston North on the little Red Railcar and (all on our own) terrorize the town then return on the railcar which just happened to have my father as the Guard/Conductor.

### **Our First Jobs in life**

When we were older like 11 or 12 I had a job delivering the milk starting at 4am and would be dropped off at school at 9am.

Bill had a job at HB Farmers after school and myself and a couple others would go in there to see Bill and get a bag of Broken biscuits for free which the HBF were happy with. Anyway, one day there was no broken ones so abracadabra and then there was some mmm anyway Bill got told off for manufacturing some.

Then Bill on his own initiative got a job after school fixing Bikes "Ya". He worked for Jack Calver at the Walker and Calver Garage plus Bike shop in the main street. (Jack lived next door to us in Mclean street) Bill became an expert on fixing bikes and Jack Calver was really pleased with him.

### **Learning to Drive**

My grandparents had a farm and I spent many holidays there and learnt to drive on the Tractor aged 12 one day I was out the front at home and this Austin Seven, Alec and Agee's, came past, yip it was Bill all on his own (12) Fearless Bill !!

### **High School and our Moves**

Then along came High School and we were in the Woodville High third form but during that year Bills father Alec got a transfer to Napier HBF and so Bill then went to the Napier Boys High school and in mid-1954 my father got a transfer to Auckland and two years later in September 1955 we shifted to Palmerston North where I took on an Electrical apprenticeship.

### **Around 1956 I was living in PN and Bill in Napier**

Not having seen or heard from Bill since 1953 I went to Napier to see him when I was about seventeen. It was there Bill introduced me to Brian Wall and Sam Sherriff and not long after, Sam got a job in Palmerston North, so we got around together, and I used to go with him on the back of his motor bike at weekends to Napier. And stay with the Sherriff's. I can remember Bill having an Austin 7 Convertible and riding in the back holding on for dear life!!

### **My move to Napier**

After my 21<sup>st</sup> I moved to Napier, boarding with the Sherriff's until I got married at 23 and I didn't really see much of Bill as he had his own family, but I do remember going to visit them at their new house at 13 Harold Holt avenue.

#### In Summary

I remember Bill as a real goer, everything he did he followed through and did well, he was a very likeable guy always jovial and a great and best mate anyone could have.

Trevor Alfred Harris (written Feb 2019)



## *Photo Album Woodville Days*

Woodville main Street (Photo taken around 2018)



**Front of Woodville Primary on Left and Secondary (in 1900s) School on the Right (Photo taken around 2018)**



**Woodville Primary School Photo (Back playground) (Photo taken around 2018)**





Linton's First House in Woodville was number 24 now number 28 (Photo Taken around 2018)



**Linton's Second House in Woodville number 13 Fox Street (Photo Taken around 2018)**

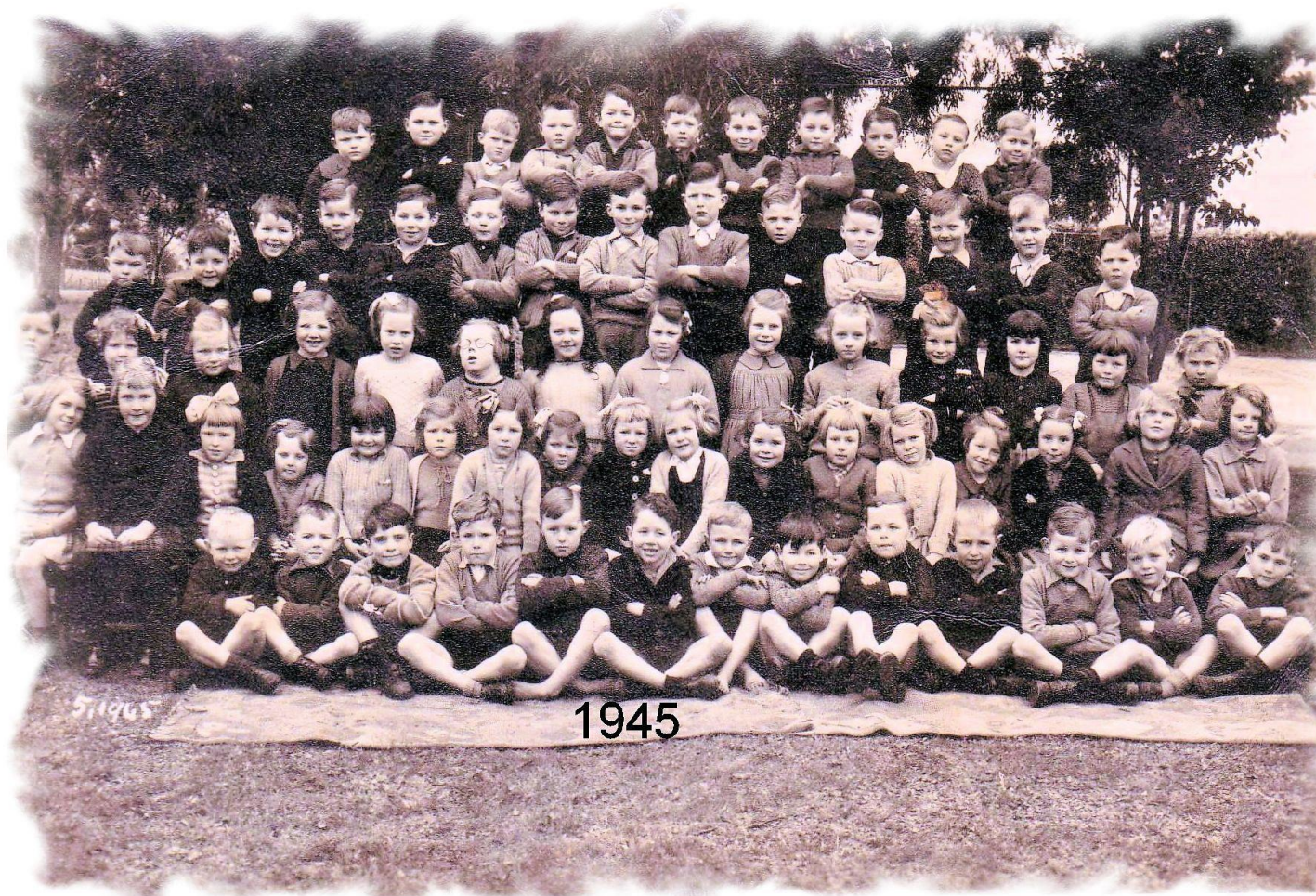


**Linton's Block of Bare land at the time (Section) in Woodville at 16 McLean Street.**  
I would say its quarter Acre, and they just used it to grow vegetables in those tuff times.





### Woodville Primary School Class Photo 1945



School Photo of 5-year old's 1945, Top back row second in from right is me and third is Bill.



### Woodville Primary School Class Photo 1946



School Photo of 6-year old's 1946, Second row from top third from right is Bill (I think?) and sixth from right is me.



**Woodville Primary School Class Photo 1947**

Bill is not in this photo, now I cannot remember why but I do remember at some stage Bill was sent to a Sanatorium for a long period like more than 3 months and less than a year?? This from memory was to build him up health wise, or for some reason?

(The Sanatorium was a medical facility which was specially run for patients who were suffering from long-term illnesses. These facilities were mainly associated with people who were suffering from tuberculosis.)



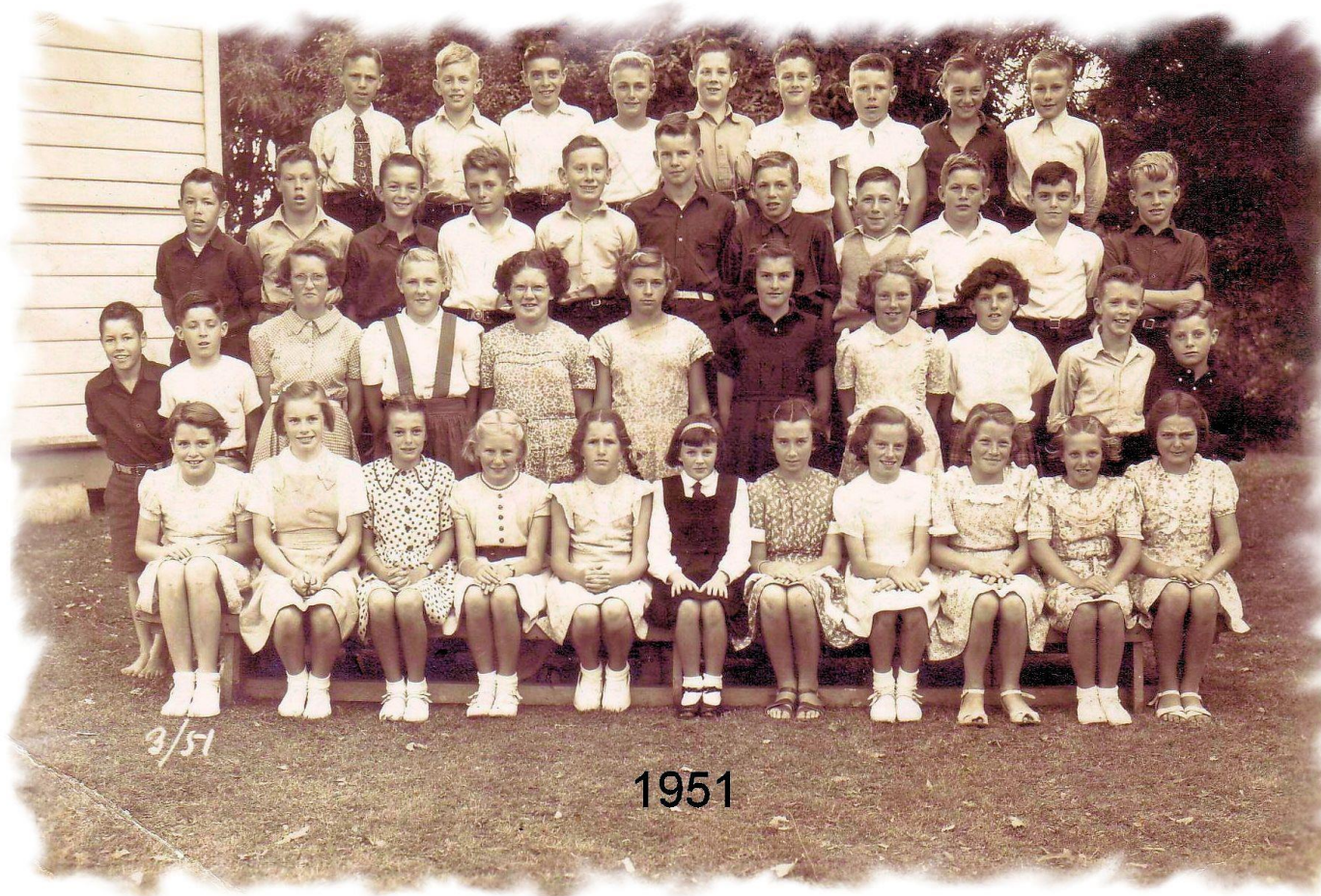
### Woodville Primary School Class Photo 1950



School Photo 1950, Second row from top third from right is Bill and second row from front second from right is me



Woodville Primary School Class Photo 1951



School Photo 1950, Second row from top & Fourth from left is Bill and back row First from left is me.



### Woodville Secondary School Photo All Classes 1953



Secondary School Photo all Pupils 1953, Second row from top & Sixth from left is me and eleventh is Bill



## Name's of Students and Teachers in Photo of Woodville District High School 1953

|        |                            |                             |           |                |                |                |                |               |     |                        |                          |                              |                 |            |                 |                            |                  |                          |                            |                |
|--------|----------------------------|-----------------------------|-----------|----------------|----------------|----------------|----------------|---------------|-----|------------------------|--------------------------|------------------------------|-----------------|------------|-----------------|----------------------------|------------------|--------------------------|----------------------------|----------------|
| Row 04 | Mr. <del>Decease</del> (?) | #2                          | Jim. Veal | Tommy. Turner? | #5             | Bevan. Woolf   | #7             | #8            | #9  | MAYBE. Mr. Rob. Dodd?? | #11                      | #12                          | Bob. Bridges    | Rex. Yates | Malcom. Flowers | Richard. <del>Wylie</del>  | ??.              | #18                      | Kevin. Flowers. (Deceased) | Mr. Lyons. (?) |
| Row 03 | Murray. Bridges            | Reggie. <del>Sellwood</del> | #23       | #24            | #25            | Trevor. Harris | John. Smith    | Johnny. Jones | #29 | Graham. Spackman       | Bill. Linton. (Deceased) | Malcom. Hale                 | Peter. Frith    | Jim. Woolf | Brian. McLean   | #36                        | Graham. Beale    | Max. <del>Sellwood</del> |                            |                |
| Row 02 | Mr? - #39                  | Glennis. Richard            | #41       | #42            | Lynette. Smith | #44            | Janice. Le. Ba | #46           | #47 | #48                    | Wendy. Walker            | Pam. Woolf                   | Jennell. Marks? | #52        | #53             | Gillian. <del>Worrox</del> | Beverly. Holland | #56                      | Mr. Gardener?              |                |
| Row 01 | Heather. Houghton          | Lorna. Spackman             | #60       | #61            | #62            | #63            | #64            | #65           | #66 | #67                    | #68                      | Gay. de. <del>Malmarch</del> | Patricia. Wiley | #71        | Faye. Priest    | Rosalie. Dean              |                  |                          |                            |                |

Photo of Trev's 21<sup>st</sup> Sept 1960



From left Grant (Leoni Calver's Boyfriend) Trev, Bob, Sam, Bill, Brian, Peter, David

**Photo Xmas 1953 at the Gorge**

Several of us in the holidays spent the night in the old tin shed at the gorge, Bill came there to see us as he was down from Napier and wearing his Napier Boys high Jacket.



From the left: Malcom Hale, Bill, ?, Graeme, Laurence, Trev    From Left: ?, Malcom Bill, Graeme, Rex Laurence Trev Charles  
 Front Rex and Charles



## Photo of Bills Sister Pat

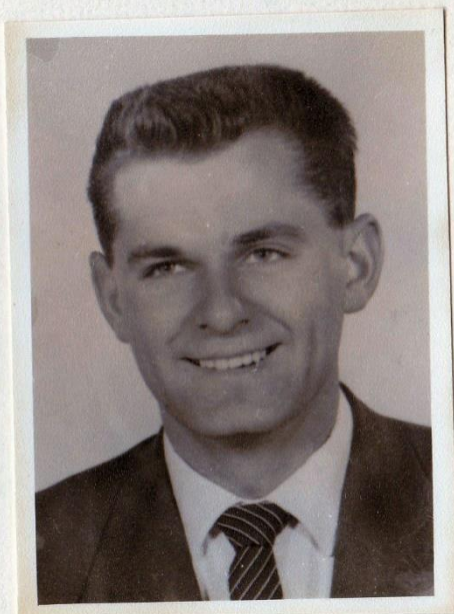


**Photo of Jack Calver who Bill worked for in Woodville and learnt all about Bikes.**





Photo of Bill



"AMONG GOD'S GREATEST GIFTS ARE GOOD FRIENDS."

*M<sup>rs</sup> William Linton and Family,  
M<sup>r</sup> & M<sup>rs</sup> Alec Linton and  
Patricia acknowledge and deeply  
appreciate your kind expressions of  
sympathy.*

*It is a comfort to know that such a  
wide circle of friends paid tribute to our  
loved one's memory and thought of us  
in our sorrow.*



Photo of Jeanie and Bill



