



North Shore
Vintage Car Club

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Progress:

The monthly journal of the
North Shore Vintage Car Club
December/January 2020/21



Firstly let me apologise for the late arrival of this edition. The morning after the last committee meeting Helen and I flew down to Queenstown to start a 12 day road trip across the Deep South. We travelled around Queenstown, Arrowtown, Gore, Invercargill, Riverton, The Caitlins, then up to Dunedin. We visited lots of museums, saw sea-lions and the World's Fastest Indian. After driving the Otago and Southland roads it's now obvious to me why Veteran and Vintage vehicles are so popular down there. Miles of gently curving roads with hardly another car to be seen. I didn't think of the Harbour Bridge once!

So that's the end of another year at the NSVCC and eleven more issues of Progress "out of the door". At this stage it would be remiss of me not to thank all of those who have contributed to this publication. Particular thanks must go to Terry Costello, Bruce Skinner and Richard Bampton who without fail have contributed something to every edition. Apologies to Richard for refusing to publish his scurrilous article and photograph implying that all Fords would be better badged Holdens.

2020 has been a strange year but how lucky we are to be down here in the South Pacific well away from the ravages of Covid, free from the stresses of Brexit and the insanity of the US presidential elections.

Without getting too philosophical and soppy, when you have a quiet moment over the Christmas and New Year, just stop and look around at where you live, the countryside, the beaches, the space, your family, your friends and our club: take it all in and just enjoy the moment.

Finally, if you viewing this online, please make use of the zoom feature to take a closer look at our photographs.

Have a Merry Christmas and a Happy and Healthy New Year.

Stuart Battersby: Editor email: battersby56nz@gmail.com or phone: 022 471 2759

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- * **About Us:** Who's who and where's where.

Here's wishing you and yours a Merry Christmas and a Happy and Healthy New Year.

This novel Christmas tree, made entirely of hubcaps, was in the foyer of Bill Richardson's fabulous Museum of Transport on our last visit.

There are more photos from the museum later in this edition.



Chairman's Report: Tony Sparkes

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Another good month for New Zealand, there is no doubt many people from all over the world would like to be here now. And another good month for the Club. Jim Drummond and I have been removing rotten wood from the veranda posts. Owen Sturgess has been covering up our work with his paintbrush. The lawns and paddocks are looking good. Next time you are at the club go and have a look at the great work that Jim Woonton is doing on the Chevy upholstery. The roof lining looks terrific. Progress is being made on the other vehicles. The parts shed is tidier than ever. The new vehicle ramp in the fully certified shed is ready to use. Although, please ask if you are not sure how to use it. It is different to the old one.

The only fly in the ointment is the elevated cycle/walkway going up beside the lower paddock. When they started cutting the ground we thought that the path would be below our ground level. Never, in the minimal consultation, were we told nor did we think that at its highest point it will be 3.5m above our ground level! Nothing we can do about now except to make sure that they make good any damage to our fences and ground at the boundary.

By the time you read this, we will have had our Christmas Party at the club and I'm sure that there will be pictures from that later in this bulletin.

To all our members and their families, I would like to wish you all a happy and safe Christmas and New Year. I look forward to seeing many more of you in 2021.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman: NSVCC



Tony welcomes members to our party



At least one table was well behaved



National President Diane Quarrie



Banger Racing: Ray Urbahn and John Higham

Club Captain's Report

November/December 2020

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Our Club run in November was very well attended, with 40 people meeting at the clubrooms for morning tea, followed by a talk and presentation on the **TOROA Ferry** restoration progress, by club member Robert Brown.

We then headed off on a relaxed country run through Riverhead and Taupaki, to our lunch destination at the Swanson RSA. Two more people joined us there, and we all enjoyed a nice meal. After lunch we travelled on via Universal Drive and Lincoln Rd, to look at the TOROA Ferry project. Robert and crew gave us a guided tour of the ferry showing us the work that has been going on behind the scenes.

Nearly 30 steel ribs have been manufactured, and fitted inside the hull, replacing all the original rusted ones, to form a strong framing. The engine, a triple expansion steam engine and a replacement boiler assembly, sit undercover alongside the ferry, awaiting installation. The two wheel houses are refurbished and await their turn to be refitted.

The next stage is the machining and fitting of the 10x3 inch (250 x 75mm) by 30 feet long Kauri timber planks to replace the old boards on the hull. It is a massive project with still a lot to be done yet, but is going to be worth it. The TOROA is the last remaining, double ended, wooden hulled, steam powered ferry left in the world. Thank you, Robert and team, for your time, and allowing us to visit the project.

Our next club event will be the Xmas party on Sunday the 13th December, with a short fun run followed by a pot luck dinner and a 50 year badge presentation to one of our branch founding members. Our National President Diane Quarrie, and husband Geoff, will be there to present this prestigious award.

This will be our last branch event for this year.

Next year there is a lot happening in January so we will begin our branch events in February, with the Summer Saunter (going North) on the 13th /14th followed by the Posh Picnic on the 21st March.

Meanwhile, take care on the roads, have a safe & happy Christmas and a great New Year. See you all at the Christmas party.

Regards to all. Paul.

Restoration Projects Update

Project Updates from the team

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The BSA Van: Moving forward slowly as we begin fabrication on a new front apron. John Ellis's carpentry skills are coming to the fore with some wonderful work building the load space framing for the back of the van.

Chevrolet Taxi: Tony Sparkes: Great progress being made on the upholstery by Jim Woonton.

Chevrolet Fire Truck: Now running well and back to its usual reliable self.

Bedford Truck: Peter Lloyd: The only progress on the truck this month, has been done by Stuart on repairing right front guard and the fitting of both with brackets made for guard to step fixing. They are almost ready to paint.

Wolseley: Paul Collins: Finally managed to get the Wolseley engine firing up. After some timing adjustments it ran very well with no nasty noises from the bottom end. Probably needs a good run out to clear the cobwebs and crud.



She's alive!

The Wolseley engine eventually fires and runs surprisingly well.



Our Chevrolet Fire Truck looking good and behaving itself perfectly whilst at this year's Orewa Christmas Parade.

Two Horses: A Citroen masterpiece

(Introducing 'Doris')

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"The car must transport four passengers, consume three litres of petrol every one-hundred kilometres, be able to carry fifty kilograms of potatoes or a demijohn of wine, have a maximum speed of sixty kilometres per hour, can be driven by women and on the back seat carry a basket of eggs without breaking them"

In 1934 Pierre Boulanger was appointed chairman of Citroen and picked up the vision of former chairman Pierre Michelin to create a TPV – The *toute petite voiture* or 'very small car'. From the outset he told his staff to search for new ideas and never settle for imitation or dogma. When employing staff he only hired men who had completed their studies at night class, believing that engineers trained at the universities and *grand ecoles* were blinkered by their formal education and incapable of truly original thought.

Boulanger elected a design team to work on the TPV project; Andre Lefebvre (a French chassis and mechanical expert), Flaminio Bertoni (an Italian style and shape artist) and Walter Becchia (an Italian engine designer). It was their task to design a vehicle to satisfy the design brief shown at the top of this article.

The TPV was "designed and built to provide a radical answer to the problems of personal transport". The need was felt by the everyday French men and women for a means to travel into town and cater for children and gain freedom at an affordable price. Current cars were heavy, expensive and fuel consuming commodities for the wealthy and certainly something suspicious to a farmer. The TPV designers focussed on aerodynamics to reduce wind resistance and save fuel. They experimented with innovative materials such as magnesium and aluminium in a quest for lightness. To improve handling on uneven ground and winding country lanes the wheels were made half the width of conventional car wheels (the tyres for the wheels were only manufactured by Michelin: no other company produced their size. This is further evidence of Citroen's and Michelin's intertwined business situation).

Between 1937 and 1939 some 250 prototypes of the TPV were made.



*Citroen 2CV: or The Deux Chevaux...
(Two Horses)*



This is Doris. Doris belongs to my brother-in-law Nigel and lives slap-bang in the centre of France. She has a very quirky paintjob, but is ultra-reliable and used as a fun car around the local countryside

Design solutions of the TPV:

- Single manual wind-screen wiper on the left-hand side – French regulations only required one and with the aim of light-weight, only one was considered essential.
- Single headlight on the left-hand side – French regulations only required one and with the aim of light-weight, only one was considered essential.
- Canvas roof that could be rolled back from the windscreen to the rear number plate avoiding the weight of a metal roof and promoting the no-fuss, simple utility car.
- Suspended hammock-like seats which hung from the roof and cross-bars across the car.
- Light alloys for the body work including magnesium and aluminium – it was predicted that aluminium prices would drop and it would be an affordable design solution.
- Twin cylinder, water cooled 500 cc motor-bike engine in an early prototype used the emerging technology of water cooling.



Very early Deux Chevaux

Work on the TPV project officially ceased during the duration of WW2 however in secret the TPV was developed into the 2CV. The 2CV was ready for testing in 1946 and made its debut at the Paris Motor Show in 1948, ten years since the TPV was ready for unveiling.

The success of the 2CV amazed everyone. Within the first month of its release at the Paris Motor Show there was a three year wait for your ordered 2CV. This waiting time increased exponentially within the year. It was so successful because it was exactly what the majority of the population needed and wanted. Within years it became a style icon and sold in more than forty countries all around the world. Its functionality extended beyond the French farms to become a vehicle of universal adventure.

Liberté, Egalité and Fraternité

The TPV project, first conceived by Pierre Michelin and carried through by Pierre Boulanger to the result of the 2CV, and manufactured for over fifty years, was the embodiment of *Liberté, Egalité and Fraternité*; the French motto. Gallic in essence, the 2CV survived World War II and lived on to be successful all over the world owing to its ingenuity and versatility. It became a symbol of freedom and adventure for the young, the old and families. Flaminio Bertoni, one of the four fathers of the 2CV, believed that cars had to ‘set trends, not follow them.’ And that is just what the 2CV did, creating a lifestyle with the ‘world car’ : “go any-where, do anything”.

Thanks to Arnold Van Zon for supplying the ideas and facts for this article. Thanks to Doris and Nigel for allowing us to include her photos here. For those of you that would like to see more of the French countryside Doris actually has her own Facebook page. Simply search Facebook for “Doris Car” to see some wonderful photos and learn more of Doris’s adventures around La Belle France.

Upcoming Events:

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Thankfully events are now back up and running. Please drop us a note if you know of an event that might be of interest to our members. Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font.

CHRISTMAS TIMETABLE: The club will shut at 1pm on Thursday 17th December and re-open on Wednesday 6th January 2021 for our regular club night.

December

December 17: Tauranga Rods and Classic Lights Trail.

December 20: Mid West Street Rodders Breakfast. Mitre 10, Westgate, 8.30 – 10.30.

December 27: Caffeine and Classics: Smales Farm.

January 2021

January 3: Whiti Beach Meet, Albert Street, Whitianga.

January 3: Hamilton Classic Car and Boot Sale, Hamilton Classics Museum 8am – 10am.

January 16-17: Kumeu Classic Car and Hot Rod Festival.

January 30: Wings and Wheels, Thames Airfield, Thames: wingsnwheelsthames@gmail.com.

January 31: Caffeine and Classics, Smales Farm.

Longer Term:

February 7: Eastern Bay of Plenty Rally: Contact les.gail.costar@slingshot.co.nz

February 18-21: Art Deco, Napier, Contact stevetrott@xtra.co.nz

March 7 2021: Brits and Euros Show Pakuranga: NSVCC have already booked our place. Contact Stuart on 022 471 2759 if you would like to join us.

Regular Diary

Committee Meetings: Last Monday of every month, 7.30pm.

Tuesday Mornings: Restoration shed open. Coffee and tea around 10 - ish.

Wednesday Evenings: Club night. Coffee, tea and banter.

Thursday Mornings: All sheds open. Coffee, tea, cakes and savouries at 10.30am.

Taupo Country Roads Rally:

Mark your Diary

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KIRK Automotive

LAKE TAUPO

COUNTRY ROADS RALLY

12th, 13th and 14th March 2021

Enquiries to Rally Secretary – Heather Duncan
Email - heatherduncan@xtra.co.nz
Phone 027 232 4866 | P O Box 907, Taupo 3351



Entry forms available soon!

Another 'Revival' Car.. this time it's a Ferrari!

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What for many, including the late Sir Stirling Moss, was the greatest Ferrari of all; no, not the 250 **GTO** but the 250 **SWB** is back in production. Not at Maranello in Emilia-Romagna but in Twyford, Berkshire. It's said 30 have been sold to date, with each taking up to 18 months to build.

In what is proving a busy year for re-imagined classics, the new 250 SWB Revival model is, like the real thing, definitely on the special side. Think of it as the top person's replica and a viable alternative to a real 250 GT Berlinetta SWB whose rarity and value (often £10m-ish) make their owners think twice about driving them.



250 SWB Revival

Few companies are as qualified to hand-craft a homage to this all-time great as GTO Engineering, the UK firm that can claim 200 years' combined experience working on the cream of the Ferrari crop. It describes its 250 SWB Revival as the "ultimate interpretation" of the legendary 1960s GT in its most illustrious 1960 short-wheelbase Berlinetta Competizione form.

It might not cost you £10m but don't get your hopes up that everyone can now drive around in one. No price is quoted, as you might expect at this level and because so much depends on what exactly you want in your British-built, Italian-inspired masterpiece.



Nice interior. Shame it's a 'Leftie'

Like the original Ferrari 250 SWB, which was as successful a competition car as it was a refined touring GT, you can specify road or track spec and an assortment of racing, touring or luxury features, alongside

modern conveniences like air-con, sat-nav even a USB charger if that's what you really want.

You can also have a radio... but then these cars had those as Stirling Moss once famously proved at Goodwood by listening to live race commentary on his SWB's radio just as he cruised home for another victory.

GTO Engineering builds each car afresh to order and says every aspect of it has been enhanced in some way. "It's hard to beat perfection but you can make it more drivable, liveable and easier to use on a daily basis," GTO Engineering managing director Mark Lyon says. "We wanted to give flexibility to owners who either want a grand tourer, a faster set-up road car or full race car that you can drive to and from events. The 250 SWB Revival is a 'best of' with an added usability, driveability and the option to make it as road or race-focused as you'd like."

Using original technical drawings and all that top-drawer Ferrari experience, GTO hand-crafts every bit of the SWB Revival from its tubular frame and hand-beaten aluminium body to its Colombo V12. Each triple-carb engine, available in 3.0, 3.5 or 4.0 litre capacities, takes more than 300-man hours to produce.

As well as staying true to the wonderfully balanced and understated body design, the interior is also re-created in all its leather-trimmed '60s glory, with even the same perforated roof lining as used in period. Options facing the potential 250 SWB Revival customer are four or five-speed gearboxes, belts or racing harnesses, 15 or 16 inch wheels, standard or quicker steering and racing or touring suspension.

250 SWB aficionados have further choices to make, such as chrome bumpers or, as true to the Competizione original, no bumpers at all? A Perspex bug screen on the bonnet so handy in keeping the windscreen clear on the Mulsanne Straight is surely a must, but what about body colour? An original Ferrari hue, stripes and roundels, or period team livery? Or, for the brave, GTO says it offers any bespoke non-period colour the customer wants.

Whatever its colour, this latter-day homage to one of the most acclaimed Ferraris hailed by Moss as "the greatest GT car in the world" promises to bring joy not just to those able to drive it but all those who merely see it driving by. Only one problem: will we ever know it's not the real thing?



Fifty years membership award for John Stringer:

Club President Diane Quarrie presents the badge and certificate

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John has always had an interest in cars and woodwork, and has managed to combine these interests into his profession.

He began with an apprenticeship in cabinet making and then in 1969 joined the Auckland branch of the Vintage Car Club at Motat before moving to their Penrose club rooms. When the North Shore branch was formed in 1973, John became one of the founding members of this branch. Over the next few years, he served on the committee and then as Club Captain twice and also was the editor of the branch magazine.

His working career changed to boat building and for three years he worked for the late NSVCC member Tony Mason of Mason Marine. In 1975 John began his own business specialising in coach work for veteran and vintage cars, working on numerous vehicles over the ensuing years. Looking through his extensive photo albums he has worked on many cars which include Talbot Largo, HRG, Bignan, Chrysler, Cadillac, Rolls Royce, Ford V8 trucks and various truck decks, Model Ts, Austins, Ford 10 pickup, MGA, Mercedes Benz, Singer, Morgan, Vauxhalls, MGTF, XK120, Lagonda, Rover, Armstrong Sidley (Hurricane), Morris Minor Woody and even a vintage boat powered by an Austin 7 engine. More recently he has done extensive coach work on some of Mike Swanton's Vauxhall cars. He is currently rebuilding a 1926 Lea Francis and a 1933 Cadillac.



Always a tricky moment: as Diane Quarrie

Over the years John has owned a number of vehicles beginning with a 1931 Chevrolet, followed by a 1932 Chevrolet in which he attended the 1972 international rally at Nelson. Then came a 1934 SS1, a 1933 Cadillac V8 and a 1933 Cadillac V12, and then a 1940 Cadillac LaSalle (now owned by NS club member Rex Cottrell) and a 1952 Cadillac. He still owns a 1953 Cadillac Coupe De Ville and a 1963 Coupe De Ville.

He obviously has a passion for Cadillacs and his favourite would probably be the 1953 Coup De Ville. He also has an extensive collection of model Cadillacs on display in his workshop. John is still a member of the North Shore Branch, however his work these days often takes priority over club events. He has now reached the distinctive achievement of having been a member of the Vintage Car Club of NZ (inc) for 50 years.

Congratulations, John, on achieving this milestone and receiving your 50 year badge and certificate.



Formalities over and RELAX.

“Nice old man visits Royal Oak Intermediate

School”. Meletupe Tuineau, from Room 1 reports on Terry Costello’s trip back to school.

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Students from Room 13 at Royal Oak Intermediate School with Terry and his Ford

“On Thursday morning, outside Room 13 a Ford vintage car pulled up. Interested students ask questions relating to the car. After they got back from ‘just dance’ Ms Lovell told them to get a pen and their writing book. Their teacher told them to sit on the bench and listen to Terry Costello; he was telling them about how he got the car.

A Lot of them wanted to know how much it cost back then and how much it cost now to which Costello replied that back then it cost 250 dollars and now it cost about 30,000. Nane Pasa fired many questions towards the kind car enthusiast, to which every question he was prepared for. While Terry let them have a look at the car, Room 13’s teacher, Coughlan, gave the order to keep their hands off the priceless heirloom.

Surprisingly, the insurance for such an uncommon car is relatively low at \$120 Terry reported to students. “I liked it because I got to learn lots of new things about cars,” reported one Room 13 student, “I’m glad I have fixed my punctuality this term, otherwise I would have missed it!” At the end of the visit the young learners all took a photo on the side of the car with Terry at the centre.

The antique collector - Terry - even offered to give Room 14’s Aiden a ride around the playground! A great day for learning once again at ROI!”

By Meletupe Tuineau, Room 1

(Editor: Well done to Meletupe and well done to Terry. We perhaps ought to do more of these community visits?)

Introduction: Potential new (but hopefully ACTUAL new) member Robert Bruce came along to the club on November 12th and told us about the Armstrong Siddeley that had recently been passed to him by his Granddad. “ Now then”, I thought, “there’s a marque that I know very little about” So here we are....

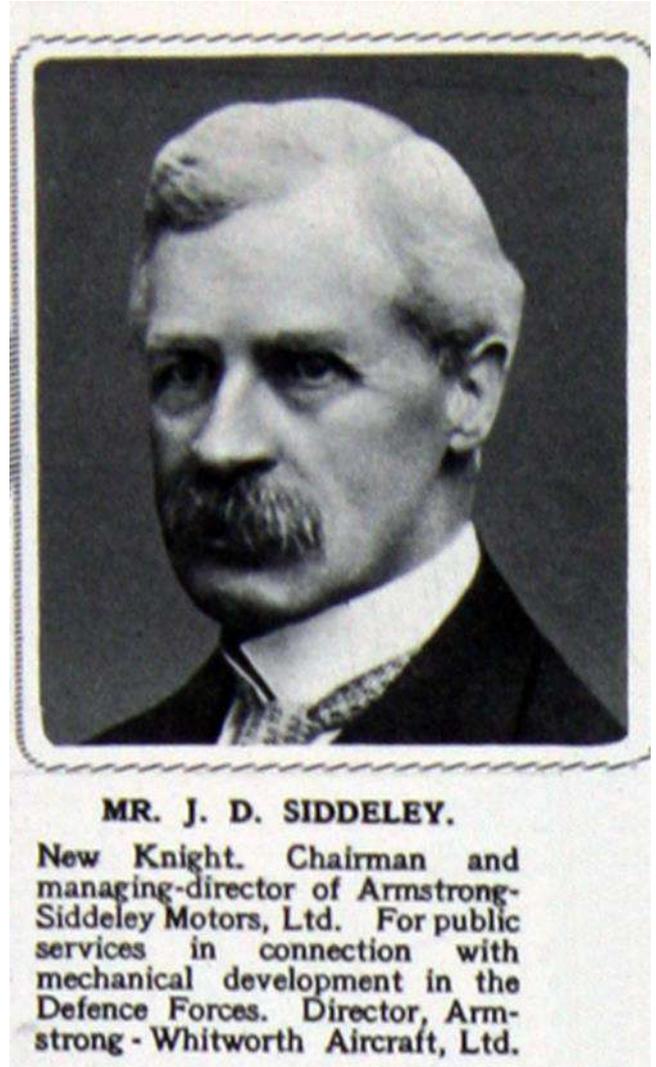
Armstrong Siddeley was a British engineering group that operated during the first half of the 20th century. It was formed in 1919 and is best known for the production of luxury vehicles and aircraft engines.

The company was created following the purchase by Armstrong Whitworth of Siddeley-Deasy, a manufacturer of fine motor cars that were marketed to the top echelon of society. After the merge of companies, this focus on quality continued throughout in the production of cars, aircraft engines, gearboxes for tanks and buses, rocket and torpedo motors, and the development of railcars. Company mergers and takeovers with Hawker Aviation and Bristol Aero Engines saw the continuation of the car production which eventually ceased in August 1960.

The company was absorbed into the Rolls-Royce conglomerate which was interested in the aircraft and aircraft engine business. Eventually, the remaining spares and all motor car interests were sold to the Armstrong Siddeley Owners Club Ltd, which now owns the patents, designs, copyrights and trademarks, including the name Armstrong Siddeley.

Company History: The Siddeley Autocar Company, of Coventry, was founded by John Davenport Siddeley in 1902. Its products, made for him by a Vickers subsidiary, were heavily based on Peugeots with many Peugeot mechanicals and fitted with English-built bodies. J. D. Siddeley was appointed London sales manager of Vickers Limited's subsidiary Wolseley in early 1905 at the same time as Wolseley purchased the goodwill and patent rights of his Siddeley car. A few months later Herbert Austin left to form his own business and Siddeley was appointed general manager.

Without the consent of the Vickers parent company Siddeley added his own name to the Wolseley nameplate but it was dropped on his departure.



A knighthood for JD Siddeley

Siddeley-Deasy: In 1909 J. D. Siddeley resigned from Wolseley and in 1910 took on management of The Deasy Motor Car Manufacturing Company, Limited. The shareholders were so pleased with his success in that post that on 7 November 1912 they unanimously agreed to change the company's name to The Siddeley-Deasy Motor Car Company Limited. Siddeley's name had been added to the product's radiator earlier in 1912. His cars began to use the slogan "As silent as the Sphinx" sporting a Sphinx as a bonnet ornament.

Armstrong Siddeley: In April 1919 Siddeley-Deasy was acquired by Armstrong Whitworth Development Company of Newcastle upon Tyne and in May 1919 became Armstrong Siddeley Motors Ltd, a subsidiary, with J. D. Siddeley as managing director. In 1927, Armstrong Whitworth merged its heavy engineering interests with Vickers to form Vickers-Armstrong. At this point, J. D. Siddeley brought Armstrong Siddeley and Armstrong Whitworth Aircraft under his control. In 1928, Armstrong Siddeley Holdings also purchased Avro from Crossley Motors. In the same year Siddeley partnered with Walter Gordon Wilson, inventor of the pre-selector gearbox, to create Improved Gears Ltd, which later became Self-Changing Gears – the gearbox that should be credited with enabling the marketing tagline "Cars for the daughters of gentlemen".

Armstrong Siddeley manufactured luxury cars, aircraft engines, and later, aircraft. In 1935, J. D. Siddeley's interests were purchased for £2 million by aviation pioneer Tommy Sopwith, owner of Hawker Aircraft, to form, along with the Gloster Aircraft Company and Air Training Services, Hawker Siddeley, a famous name in British aircraft production. Armstrong Whitworth Aircraft and Armstrong Siddeley Motors became subsidiaries of Hawker Siddeley, with Sopwith himself becoming the new chairman of Armstrong Siddeley Motors.



A Hawker Siddeley HS 148 at Wellington

Armstrong Siddeley was merged with the aircraft engine business of Bristol Aeroplane Company (Bristol Aero Engines) to form Bristol Siddeley as part of an ongoing rationalisation under government influence of the British aircraft and aircraft engine manufacturers. Armstrong Siddeley produced their last cars in 1960. Bristol Siddeley and Rolls-Royce merged in 1966, the latter subsuming the former which remained for a while as an aircraft engine division within Rolls Royce.

In June 1972, Rolls-Royce (1972) Ltd sold all the stock of spares plus all patents, specifications, drawings, catalogues and the name of Armstrong Siddeley Motors Ltd to the Armstrong Siddeley Owners Club Ltd. This meant that "Armstrong Siddeley" and "A-S Sphinx Logo" are trademarks and copyright of the Armstrong Siddeley Owners Club Ltd.

The "Siddeley" name survived a while longer in aviation, through Hawker Siddeley Aviation and Hawker Siddeley Dynamics. In 1977 they joined with others to become British Aerospace (BAe) which with further mergers is now BAE Systems.

Focus on the Marque: Armstrong Siddeley

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Motor vehicle history: The first car produced from the acquisition trail was a massive machine, a 5-litre 30 hp. A smaller 18 hp appeared in 1922 and a 2-litre 14 hp was introduced in 1923. In 1928 Siddeley launched their first 15 hp six. 1929 saw the introduction of a 12 hp vehicle. 1929 was a pioneering year for the marque, during which it first offered the Wilson preselector gearbox as an optional extra; it became standard issue on all cars from 1933. In 1930 the company marketed four models, of 12, 15, 20, and 30 hp, the last costing £1450. *(Those technophiles amongst you may want to search YouTube for "Wilson Preselector Gearbox" to see an interesting video of the gearbox in action)*



1921 Armstrong Siddeley 5-Litre

The company's rather staid image was endorsed during the 1930s by the introduction of a range of six-cylinder cars with ohv engines, though a four-cylinder 12 hp was kept in production until 1936.



1929 Armstrong Siddeley 12HP

Around 1932 a line of special, rather more sporty designs, was started which resulted in the Rally Tourer series. The aim was to help shake off the somewhat pedestrian image of what was in fact a rather advanced product. Of the 16 rally tourers built, many were used by the owners or senior directors, and were entered into various rallies, achieving some good results and making for good publicity. Only one of those 16 special cars is now known to exist: a 1933, Long-15 Rally Tourer which, according to the records, shared the same body as the 20hp version.

In 1933, the 5-litre six-cylinder Siddeley Special was announced, featuring a Hiduminium aluminium alloy engine; this model cost £950. *(I had to look up Hiduminium: "The Hiduminium alloys or R.R. alloys are a series of high-strength, high-temperature aluminium alloys, developed for aircraft use by Rolls-Royce ("RR") before World War II. They were manufactured and later developed by High Duty Alloys Ltd. The name Hi-Du-Minium is derived from that of High Duty Aluminium Alloys.)* Car production continued at a reduced rate throughout 1940, and a few were assembled in 1941.



1933 5 Litre Armstrong Siddeley Special

The week that World War II ended in Europe, Armstrong Siddeley introduced its first post-war models; these were the Lancaster four-door saloon and the Hurricane drophead coupe.

Focus on the Marque: Armstrong Siddeley

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The names of these models echoed the names of aircraft produced by the Hawker Siddeley Group (the name adopted by the company in 1935) during the war. These cars all used a 2-litre six-cylinder (16 hp) engines increased to 2.3-litre (18 hp) in 1949. From 1949 to 1952 two commercial variants of the 18 hp Whitleys were produced, primarily for export. The Utility Coupe was a conventional coupe utility style vehicle, while the Station Coupe was effectively a dual cab vehicle, although it still retained only two doors. However, it did have two rows of seating to accommodate up to four adults and the doors were larger to allow better access to the rear. From 1953 the company produced the Sapphire, with a 3.4-litre six-cylinder engine.

In 1956, the model range was expanded with the addition of the 234 (a 2.3-litre four-cylinder) and the 236 (with the older 2.3-litre six-cylinder engine). The Sapphire 346 sported a bonnet mascot in the shape of a sphinx with namesake Armstrong Siddeley Sapphire jet engines attached. The 234 and 236 Sapphires might have looked to some of the marque's loyal customers like a radical departure from the traditional Armstrong Siddeley appearance. However, in truth, they were simply too conservative in a period of rapidly developing automotive design. If the "baby Sapphire" heralded the beginning of the end for Armstrong Siddeley, it was because Jaguar had launched the unitary-construction 2.4 saloon in 1955, which was quicker, significantly cheaper, and much better-looking than the 234 and 236.

The last new model produced by Armstrong Siddeley was 1958's Star Sapphire, with a 4-litre engine, and automatic transmission. The Armstrong Siddeley was a casualty of the 1960 merger with Bristol; the last car left the Coventry factory in 1960.



1945 Armstrong Siddeley Hurricane Drophead Coupe



1955 Armstrong Siddeley Sapphire



Last off the line: 1960 Armstrong Siddeley Sapphire

Delegate's Report November 2020

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North Shore Branch VCC: Updates from the National Club Management Meetings.

As Club Delegate I recently received copies of the National October Management Committee Minutes. Rather than circulate or publish the full and rather long minutes I thought that I might just summarise the highlights. Just bullet points:

- Daffodil Day August 22 2021.
- 2021 AGM scheduled (but not confirmed) Christchurch August 14th 2021.
- No appetite or reason to adopt uniform parts coding/classifications across branches.
- Re-branding: Exec meeting March 2021 will discuss suggestions. *(Having spoken to Diane Quarrie at our Christmas event it appears that one of the main problems with the current national badge is that the Wings in the badge are a straight copy of the Bentley Motors badge and also confuse the public, who think that we may be an Aero/Flying club!)*
- National club 5-year strategic plan expired this year. Will think about another over next few months.
- Management committee moving to Zoom meetings following success of system during Covid.
- New constitution: It's clear that Head Office are pushing their revised constitution very hard.
- NZ Privacy laws are being updated. Likely to be tough, but we should be able to comply easily.
- Possible new vehicle classification "Vehicles of potential interest" could include cars between 20 and 30 years old.
- Overall National Club finances. Revenue of \$244k with \$76k positive of income versus expenditure.

Stuart Battersby: Club Delegate

(Editor: Another snippet announced by the President at the weekend was that so far there have been 600 positive responses to the emailed question from Diane regarding attendance at the 2022 International Rally in New Plymouth.)

Bill Richardson's Museum of Transport.

Astonishing collection at an amazing museum. Quiz?



It comes to us all. *I don't normally do this sort of stuff in Progress, but as it's Christmas, here's one that you might enjoy.*

Quite a few years ago a group of North Shore members, all men and all turning 40, discussed where they should meet for lunch.

After much debate, they agreed to meet at Speakers Corner in Browns Bay, because the waitresses there were friendly, had shapely figures and wore mini skirts.

Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally, it was agreed they would meet at Speakers Corner in Browns Bay because the waitresses were attractive, the food and service was good, and the beer selection was excellent.

Ten years later at age 60, the friends again discussed where they should meet for lunch. Finally, it was agreed they would meet at Speakers Corner in Browns Bay because there was plenty of parking, they could dine in peace and quiet with no loud music to make conversation difficult and it was good value for money.

Ten years later, at age 70, the friends discussed where they could meet for lunch. Finally, it was agreed they would meet at Speakers Corner in Browns Bay because the restaurant was near the car park, easily accessible for all and the toilets were handy.

Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally, it was agreed they would meet at Speakers Corner in Browns Bay because they'd never been there before!



Mairangi Bay in the 1950s: I can count 23 cars in this photo. How many can you name?

(Thanks to Mike Swanton for finding this picture)

A potential ‘gotcha’ for some. Recent experience of one of our members highlights some hurdles in certifying restored vehicles.

One of our most experienced and highly skilled members recently hit a hiccup during the certification process of his latest project. The area of concern relates to repair certification and in particular structural repairs such as the vehicle’s chassis.

Obviously chassis repairs must be completed to the highest standards, but perhaps what we sometimes forget is that these repairs must also be **seen** to be completed to the highest standards. That is to say that if one repairs a chassis and then overpaints and perhaps underseals the chassis a tester may not be able to see the quality of the repair. The extract from the latest regulations (*see the second paragraph*) basically says that if the tester cannot see whether any repairs have been undertaken then the chassis must be referred to a repair certifier who will require that any paint/underseal is removed in order to assess the quality of a repair.

Repaired damage

- A vehicle with repaired damage does not require repair certification if repairs are only to correct cosmetic damage to the outer body panels, provided the vehicle inspector is able to discern the extent of the damage and confirm that none of the vehicle manufacturer’s seams or joints have been disturbed during the repair.
- A vehicle must be referred to a repair certifier if signs of fresh repair, rust prevention or under-sealing to any part of the vehicle structure are evident.

We are highlighting this here not for the benefit of those that are trying to hide inadequate repairs, (*nor would we condone that in any way!*) but for those who, during their restoration, have simply painted and undersealed a sound chassis, believing it to be part of the process to protect a sound structure for the future.

Before you repaint your chassis, think VERY hard about involving a certifier. Get them to look at the structure and certify the chassis before you continue with the project. It will be much simpler and faster in the long term to get the chassis inspected and certified now than have to undo your work once the project is complete.

As it happens the club member who had the original hiccup was able to remove the paint from a very small area of the chassis, that allowed to certifier to check and approve the structure. He was lucky, it could have resulted in considerable effort and caused significant delay to the project.

The moral of the story, is to talk to the experts early and avoid expensive reworks.

Christmas Party Poker Run:

Progress
December 2020

Paul Collins, pulled this one out of the hat. A Poker Run covering no less than 24 roundabouts, each one to be left via the 2nd Exit. At no point were participants more than 5k from the clubhouse. Five marshalls dotted around the course dealt each car a playing card to be collected for the final "Best Poker Hand". Results were as follows: 1st Place with 3 Queens, Denis & Cheryl Martin, 1959 Morris Minor Ute, 2nd Place with 2 Kings, Kim & Rachael Andrews, MG Midget and 3rd Place with 2 Queens, Colin & Anne Austen, 1938 Ford V8. Below are a few shots of the competitors as they approached the final checkpoint.



Committee Notes: October 2020

Synopsis of the latest committee meeting discussions

Progress
December 2020

New members: Frank Cleary, Warren Thorburn, Bruce Adin

Northern Corridor: We need to make sure nothing on our title. Need to make sure that the land is restored satisfactory.

Field Sign: Quote for field sign has been approved.

Bus sign writing: Quotes are being obtained for sign writing on the bus, both vinyl and original paint on both sides of the bus. Queries were raised about the licensing of the bus.

Restoration shed skylights: Quotes were obtained for the fiberglass skylights for the Restoration Shed. Approved.

New shed: CCC issued for the new shed.

New constitution The National Office version has been reviewed by Harold Kidd. Needs some work, Michael Dorbeck happy to help.

Tractor shed: Jim Drummond and Tony Sparkes considered bolting a post to the parts shed and sloping roof down on to the tractor shed roof.

Caltex sign damaged: Maybe replace with a NSVCC sign?

Clubhouse curtain drapes: Prices being obtained regarding replacement.

Trolley jack: 3.5 ton trolley jack being offered to the club. Accepted.

John Stringer 50 years presentation: President Diane Quarrie and husband Geoff will be flying in to do the presentation at the Christmas Function on Sunday 13 December 2020.

Morris 8: WOF's are free. Suggested timing should be advanced to 8 degrees. Right hand king pin passed this time but not next time. Need a battery isolator as well. WOF passed.

*Richard Bampton and Arnold Van Zon
contemplate the block from Richard Ellis's
Austin Seven*



*Attention to detail 'par-excellence' from Barry
Dew as he continues his amazing project of
sorting and boxing all our huge store of nuts and
bolts.*



About Us

Club Address: 40 Masons Rd, Albany, 0632

Phone: 09-4792779: **email:** northshorevcc@gmail.com

Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wednesday from 7.30pm.

Restoration Shed: Every Tuesday & Thursday morning 9am - 12pm.

Committee Meetings: Last Monday of the month, 7.30pm .

Club Runs: Normally 12.30-1pm start, 3rd Sun. of month. Always check the 'Upcoming events'.

VERO Branch Reference Number: HO0300144 (Quoting this number when renewing your insurance gives a small commission back to the club).

Club Committee

Chairman: Tony Sparkes 09-473-5828 or 027-499-5588

Immediate Past Chairman: Kevin Lord 09-413-9157 or 027-235-0142

Secretary: Maurice Whitham 09-627-0310 or 027-296-9293

Treasurer: Ross Moon 09-426-1508 or 022 426 1508

Club Captain: Paul Collins 09-422-0500 or 027-292-2204

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

Neil Beckenham 09-426-5831 or 021-588-536

John Higham 09-478-7973

Ray Jackson: 0274 948 159

Peter Lloyd: 09-426-7179 or 021-298-8795

Richard Lloyd: 09-420-5048 or 027-483-2898

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Arnold Van Zon: 09 473 5750 or 027 2765336

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