



North Shore
Vintage Car Club

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Progress:

The monthly journal of the
North Shore Vintage Car Club
August 2021



Welcome all. It's been another very busy month with the discussions about the proposed new club badge/logo being the most controversial and difficult. I must say however that our own members have been excellent in the contributions to the discussions that we held over two consecutive Thursday Smoko sessions and culminating in a simple ballot (Old versus New) on the 22nd of July. The vote was very close but I will go to the August Executive Meeting with a mandate to vote FOR the new logo. Nationally, we had to delete the comments on the topic in our on-line discussion group. Feelings are extremely strong in some branches and I'm sorry to say that some comments were not acceptable on a public site. The voting at the August Executive will be interesting to say the least, but I do feel that there is an appetite for some changes to our image. I understand that the Hawkes Bay branch have now changed their name to The Hawkes Bay Vintage and **Classic** Car Club. I understand that 3 or 4 other branches are moving in the same direction.

This month is the first time that we have a two wheeled vehicle in our Focus on the Marque. I couldn't bring myself to publish an article on motorbikes but we are moving in that direction by focusing on Lambretta Scooters.

Thanks as ever to our contributors. I am most grateful to you all.

Stuart: email: battersby56nz@gmail.com

In this edition:

- * **Chairman's report** : Tony Sparkes.
- * **Letters to the Editor:** Messrs Bampton and Thompson write.
- * **It's a 2CV but not as we know it.** Another weird and wonderful vehicle.
- * **Restoration Project Updates:** Moving along.
- * **Tulip Rallying:** Can you follow these instructions?
- * **Auckland Midweek Run:** A special invitation to us.
- * **Upcoming Events:** Mark your diaries.
- * **Focus on the marque:** Lambretta.
- * **Parts shed update:** More cool stuff.
- * **Early Years of Auckland Motoring:** New book available.
- **Committee Notes:** Regular monthly committee notes.
- * **About Us:** Who's who and where's where.

Cover photograph this month is a Lambretta LI. The rider in this instance is the actor Phil Daniels who starred as Jimmy in the 1979 movie Quadrophenia



Chairman's Report: Tony Sparkes

July 2021

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Another productive month at the club. The wall and door separating the museum from the working area of the new shed is now complete. Due to a slight technical hitch, the bus will only go through the door with a number of burly chaps in the back. All will be remedied soon.

The big news for the shed and all of our members is the creation of the "Members Bay". This has come about after questions from Paul Brinsden and Catherine Macken at the AGM. They asked about facilities at the club for members to bring down their cars and have some of our experts help and solve problems. At the time, I did not really have an answer. The subject was raised again at the next committee meeting with Barry Thomson suggesting that we allocate one of the new shed bays for medium term work, i.e. stuff that takes longer than a couple of hours on a Thursday morning but not long term restoration. We agreed that it was a good idea but no plan of action was cemented.

A few days later another member, representing a sub group of Ford Model-A enthusiasts called, wanting to help one of our long standing and hard working chaps get his car out of its burrow and ready for the road. I thought that it was a great idea and quickly got agreement from the others to get it going. We now have a rather nice Ford in the Member's Bay. Hopefully, there will be another vintage car on the road soon. We will be putting up a whiteboard for bookings and a set of rules and expectations for its use. Basically, that means time limits and leave the bay as you would wish to find it.

Last week we had a good run, organised by Paul Collins, to a vintage radio collector near Stillwater. Fascinating stuff.

I mentioned at the AGM that a couple of long standing committee members had stood down. Kevin Lord, Paul Collins and Neil Beckenham have all been on the committee for many years, working for the benefit of the club. They all, in fact, are continuing to do so outside of the committee. Kevin as Storage Shed officer, Neil beavering away on the BSA and Paul is still involved in some of the monthly runs. We thank them for their time and work, it is appreciated.

Unfortunately, I have to tell you that Chris Field has resigned from the Club Captain's role and also from the committee.

As I also mentioned at the AGM, keep QR scanning or signing in and look after yourselves.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman: NSVCC

*The first 'customer'
arrives at the
Members' Bay.*

*Model A Ford
belonging to John
Higham*



Letters: Richard Bampton and Barry Thompson set the records straight.

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Dear Editor,

Another excellent issue of Progress, last month, with several interesting articles and reports. Thank you. However, both of the (otherwise good) pieces about the Coatesville Garage Raid omitted one important point regarding the run. All participants were informed, in good time, that the instructions had been specially written with Ford owners in mind, and I think it is a shame that the writers of the reports did not point out how thoughtful and caring I am towards Ford owners.

As explained on the day the instructions were presented in "Tulip" format, but unfortunately nowhere, in either of the articles, did it mention that this was because "Tulip" instructions are in a pictorial format, thus allowing the Ford owners to understand and follow them without being able to read. I trust this letter will demonstrate my compassion, consideration and kindness towards Ford owners, despite what detractors may believe to the contrary. And it was obviously successful, since none of the Ford owners got lost en route.

Yours sincerely,

Richard Bampton

Dear Editor,

There has grown a generalisation amongst some club members that there is always something wrong with the Morris 8, typified by the comment, "What's gone wrong with the Morris this time?" Well the answer is that there is nothing inherently wrong with the car, simply, the work done by the previous owner has not been done correctly and these discrepancies have now been rectified.

Some examples of recent remediation are :

- The side valve cover oil leak being caused by an incorrect, ill fitting, too small gasket being siliconed to the head. Silicone cracking along the bottom of the cover caused the leak. The correct gasket has been installed.
- The excessive king pin movement, picked up as part of the WOF check, was caused by the previous owner/repairer forcefully driving the wrong sized cotter pin with incorrect bevel angle into the axle. This necessitated having to drill out this wrong pin as it would not move using the usual removal processes. This incorrect, previous procedure, meant that within a short period of time, the small piece of cotter pin metal touching the axle, linking and securing the king pin in place, became worn. The kingpin and securing cotter pin have been replaced with new parts and the problem is solved.
- The radiator top tank leak has been expertly repaired by Albany Radiators.

The car has just passed it's latest WOF with flying colours and is driving extremely well. The new flashing 6 volt LED turn indicators are working excellently, oil pressure is 60 pound per square inch, and the engine and car are running very sweetly indeed. I will be taking the Morrie on the July Club Run.

Sincerely, Barry Thompson

Ever heard of this? : Citroën Burton

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How about this? For sale by auction and spotted by Bruce Skinner.

Highlights: - Extensively restored- 36th built- Very good condition- Beautiful colour scheme

A Citroën Burton is already a unique appearance, but the Burton that we offer for sale here is one of the most beautiful we have had in our showroom. This Burton has been extensively restored in the past and is now in very good condition. If you look closely, you will see the number '36' on the car several times. This is the 36th Citroën Burton built, which makes this already unique classic car even more special.

The dark green paint in combination with the chrome accessories and the light interior make it a real eye-catcher. You will not come across a more beautiful colour scheme. The interior has a beautiful wooden dashboard, steering wheel and gear lever. To finish it off, a very nice set of counters has been chosen that make it a beautiful whole. Are you looking for a unique classic car to enjoy touring around with? Then this Citroën Burton is the classic for you.

The **Burton** is a Dutch sports car based on French 2CV technology. The Burton is an open, nostalgic-looking sports car built on the chassis of the 2CV with a modern fibreglass body-kit. The car can be built as an open two-seater, or with a hardtop with gull-wing doors or with a custom made convertible roof. From the beginning of 2002, Burton is available all over Europe.

Late 1998, Iwan and Dimitri Goebel started to design the Burton, then codenamed 'Hunter'. They were inspired by legendary sports cars, such as Bugatti, Jaguar, Talbot-Lago, Delahaye and Alfa Romeo. After 18 months, the prototype was ready and on February 9, 2000, the first body was taken from the mould. In May 2000, the Burton was introduced to Dutch customers. Burton also imports and sells the Lomax in the Netherlands. In 2019 The Burton Car Company And its subsidiary 2CV Parts went on sale for five Million euros.



I'm afraid that I'm not impressed! It looks a bit of a Frankenstein monster. To top it all she's based on the 2CV!!

Restoration Projects Update

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The Bus: Clive Sandham: The sign-writing is now finished and we are waiting for the builders to raise the door portal so we can move the bus out and work on the rear bumper.

Bedford Truck: Peter Lloyd: Once again our painter has made an average looking bonnet look like new, only the side panels to paint, then we need to reinstall the crane/ winch and complete the wiring.

Wolseley: Paul Collins: The engine has been reinstalled, gearbox properly attached and Terry Flude has repaired the exhaust with some slick welding.

BSA Van: Clive Sandham: Chassis repairs are well underway all tacked in position ready for hot riveting. Scuttle is repaired with new panels welded in to repair the rusted out parts. Most other mechanicals are sitting painted ready for reassembly.

General News: With the Wolseley now relocated to the ramp we have opened up a huge space at the back of the shed. The workshop team no doubt have plans afoot!



BSA chassis rail



Bedford bonnet needs some adjustment



BSA other chassis rail



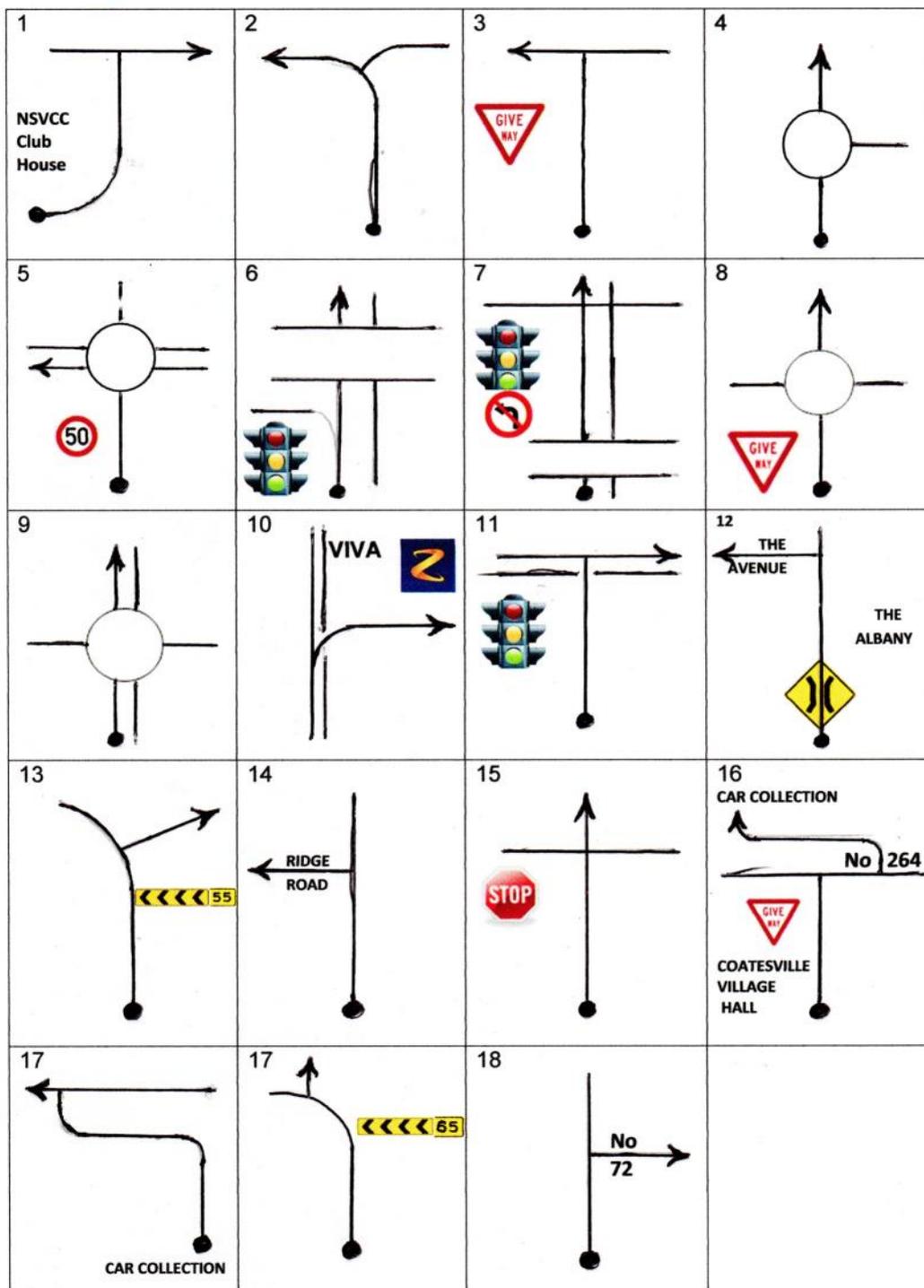
Looks like it has been dropped from a plane!

Tulips: Alternative rally directions: Can you navigate using these instructions?

I thought that members who were unable to attend our June Run might appreciate seeing our instructions produced by Richard Bampton. Indeed you may well decide to try them out in your own time. Have fun!



North Shore VCC Car Collection Run 20th June 2021



Auckland Branch Midweek Run: A special invitation to the North Shore Branch

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I recently received the following note from Jack Nazer of the Auckland Branch. Please try and attend what looks to be a fine run.

Hi Stuart,

I understand that you are the editor for the North Shore Vintage Car Club bulletin. There are some of your club members who currently come on our midweek runs and I would much appreciate if you would include a spot in your next bulletin issue to promote our 18th August run. The start is in the car park of the old Westgate shopping centre at 10am to depart on the run at 10.30am. (Cross motorway, take the first left and then 3rd exit at Roundabout. Meet around the steel tower.)

Our run takes us as guests to Motat via Waitakere, Scenic Drive, Woodlands, Manukau Bays, Mt Roskill and the tunnel.

They have set aside a special parking area inside the complex for us. If it is fine they will have a marquee erected for us to have our picnic lunches. If the weather is inclement we will lunch inside the dome.

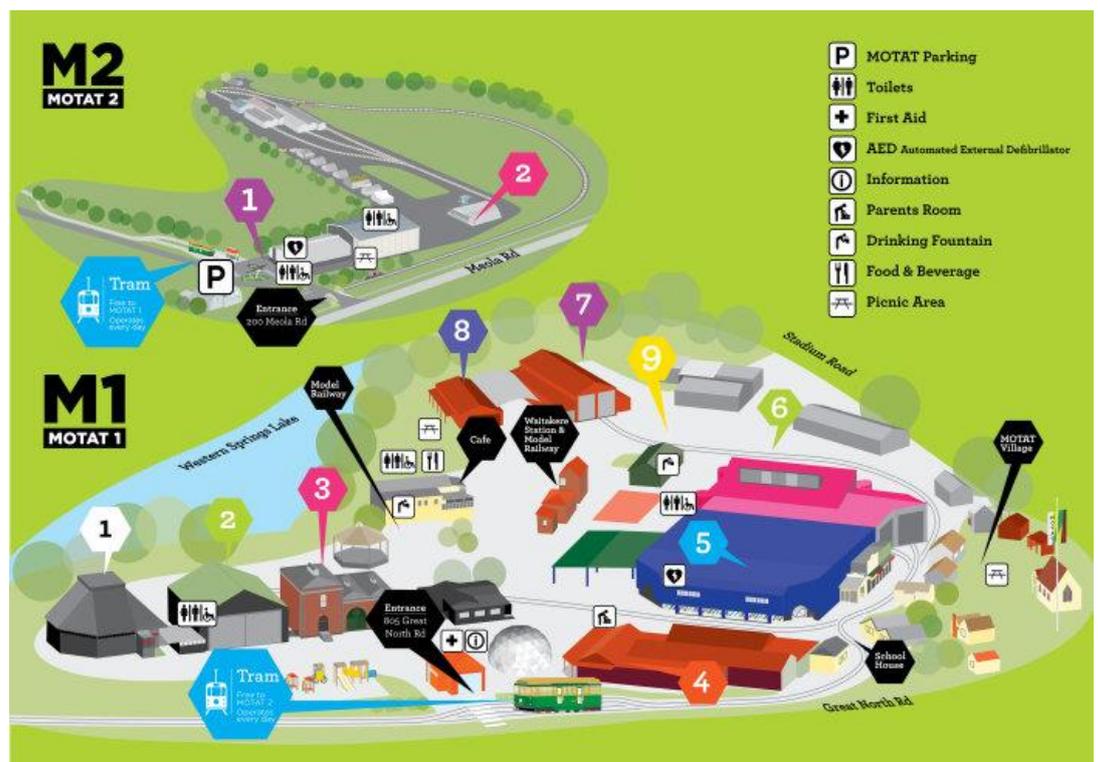
Following lunch they will provide a guided tour, or alternatively anyone is free to do their own thing. Because we are the guests there will be no cost. This is another event not to be missed.

Regards

Jack Nazer

As an aside we have invited Jack and the midweek rallyists to visit us at Masons Road for a tour of our workshops, garages and spares sheds at some time in the future.

Loads to see at MOTAT



Upcoming Events:

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Please drop us a note if you know of an event that might be of interest to our members.

Auckland Midweek Tourers: My people have been talking to their people and confirm that the Auckland Branch would be delighted for us to become regular attendees at their midweek runs.

Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font. Obviously all these events are subject to Covid postponements.

August

August 18: Auckland Midweek Tourers: All being well, a Northern run starting from Warehouse Carpark, Westgate 10:00 a.m. for a 10:30 a.m. departure. We head towards Waitakere and make our way down to MOTAT where we will be welcomed as honoured guests. Bring a picnic or grab something in the café.

August 29: Daffodil Day: Joint run with Waitemata and Warkworth branches. Starting from Caffeine and Classics Smales Farm there will be a very simple run to Matakana where there is a large reserved carpark for us and ample time for lunch and shopping.

September

September 9-11: North Island Captain's Tour: Kaaren Smylie email nicc@vcc.org.nz.

September 15: Auckland Midweek Tourers: Starts from DP Drury Service Centre, Southern Motorway, 10:00 a.m. for a 10:30 a.m. start.

September 17-20: Spring Tour: Up North to the Cape. Call Paul Collins 027 292 2204 for details.

September 26: Caffeine and Classics: Smales Farm.

October

October 17: Club run. TBA (Organiser Peter Lloyd).

October 29-31: National Veteran Rally National event.

October 26-30: Targa Time Trial National event.

Longer Term

January 9 2022: A tour with our North Harbour Austin Club friends to the Kauri Museum.

January 16-22 2022: Vero International Festival: New Plymouth.

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. Why not come along and explore the parts shed? Fantastic experience, even if you don't need any bits! Coffee, tea, cakes and savouries at 10.30am.

Photos from the national discussion group.

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Latest arrivals in the Canterbury VCC storage yard



East Bay Rods at the Gulf Harbour Country Club



Very nice photo of an old truck



Balcairn Trials



Poor photo of a nicer truck??



It will take more than a can of 'Bog' to fix this one.

Focus on the Marque: Lambretta: Something different this month.

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As a teenager growing up in England in the 60s a huge part of popular culture was built around the infamous rivalries between the 'Mods' and the 'Rockers'. Mods rode Lambrettas and Vespas whereas Rockers rode Motor Cycles. Mods liked reggae and soul music, Rockers liked beer. I was a Mod who liked beer. Within the ranks of the mods there was quite a competition between Lambrettas and Vespas. Yep, you guessed it, I preferred Lambrettas.



1947 Lambretta A Model

History: In 1922, Ferdinando Innocenti of Pescia built a steel-tubing factory in Rome. In 1931, he took the business to Milan where he built a larger factory producing seamless steel tubing and employing about 6,000. The factory was heavily bombed and destroyed during World War II. It is said that, when surveying the ruins, Innocenti saw the future of cheap, private transport and decided to produce a motor scooter, competing on cost and weather protection against the ubiquitous motorcycle.



1949 Lambretta B Model

Concept: The main stimulus for the design style of the Lambretta and Vespa dates back to pre-World War II Cushman scooters made in Nebraska, United States. These olive green scooters were in Italy in large numbers, ordered originally by the United States military as field transport for the paratroops and marines. The United States military had used them to get around German defence tactics of destroying roads and bridges in the Dolomites and the Austrian border areas. Aeronautical engineer General Corradino D'Ascanio, responsible for the design and construction of the first modern helicopter by Agusta, was given the job by Ferdinando Innocenti of designing a simple, robust and affordable vehicle. It had to be easy to drive for both men and women, be able to carry a passenger and not get its driver's clothes soiled.

Design: D'Ascanio, who hated motorbikes, introduced many changes to his vehicle. It was built on a spar frame with a handlebar gear change and the engine mounted directly onto the rear wheel. The front protection "shield" kept the rider dry and clean in comparison to the open front end on motorcycles. The pass-through leg area design was geared towards women, as wearing dresses or skirts made riding conventional motorcycles a challenge. The front fork, like an aircraft's landing gear, allowed for easy wheel changing. The internal mesh transmission eliminated the standard motorcycle chain, a source of oil and dirt. This basic design allowed a series of features to be deployed on the frame which would later allow quick development of new models.



Lambretta D Model. (My photo taken in Malta a few years ago)

However, D'Ascanio fell out with Innocenti, who rather than a stamped spar frame wanted to produce his frame from rolled tubing, allowing him to revive both parts of his pre-war company. D'Ascanio disassociated himself from Innocenti and took his design to Enrico Piaggio who produced the spar-framed Vespa from 1946 on. The final design of the Lambretta was done by aeronautical engineers Cesare Pallavicino and Pier Luigi Torre.

Pallavicino had been Technical Director at the Caproni airplane factory during World War II before working on the Lambretta design. Torre was an engine designer at Italo Balbo's Idros; he designed the engine and organized Innocenti's factory for mass production.

Production: Arriving on the market the following year, the 1947 Lambretta featured a rear pillion seat for a passenger or optionally a storage compartment. The original front protection "shield" was a flat piece of aero metal; later this developed into a twin skin to allow additional storage behind the front shield, similar to the glove compartment in a car. The fuel cap was underneath the hinged seat, which saved the cost of an additional lock on the fuel cap or need for additional metal work on the smooth skin.

Innocenti started production of Lambretta scooters in 1947, the year after Piaggio started production of its Vespa models.

Lambrettas had three or four gears and two-stroke engines with capacities ranging from 49 cc to 198 cc. Most two-stroke engines require a mixture of oil with the petrol in order to lubricate the piston and cylinder.

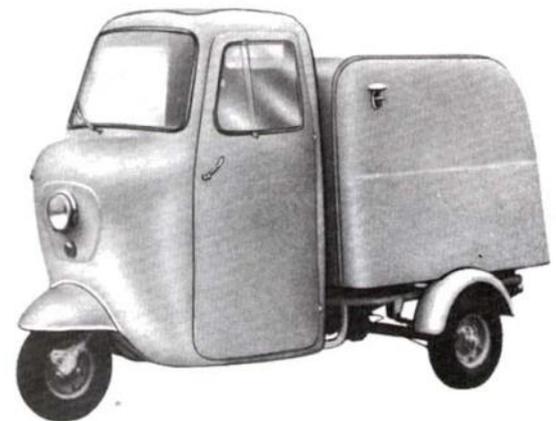
Unlike the Vespa, which was built with a unibody chassis pressed from sheets of steel, Lambrettas featured a more rigid tubular frame, although the Cento (produced 1964–1965) & "J" range models (produced 1964–1970) did have a monocoque body. Early versions were available in "closed", with fully covered mechanicals or "open", with minimal panels and thus looking like an unusual motorcycle. The model A and model B were only available in "open" style. The D models were noted for their torsion-bar rear suspension; at its peak, the D model outsold all other two-wheeled vehicles combined. (For the latter, see Ruth Orkin's famous photograph *American Girl in Italy*.) The much greater success of the "closed" version confirmed that riders wanted protection from the weather and a clean-looking machine.



1950-51 Lambretta 125 LC



1954-57 Lambretta 150 LD Series 2



1957-59 Lambretta 150 FDC

Focus on the Marque: Lambretta Cont.

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Along with the Vespa, Lambretta was an iconic vehicle of the 1950s and 1960s when they became the adopted vehicle of choice for the UK youth-culture known as Mods. The character Jimmy from the influential scooter movie *Quadrophenia* rode a Lambretta Li 150 Series 3. Of the 1960s models, the TV (Turismo Veloce), the Special (125 and 150), the SX (Special X) and the GP (Grand Prix) are generally considered the most desirable due to their increased performance and refined look; the "matte black" fittings on the GP model are said to have influenced European car designs throughout the 1970s. These three models came with a front disc brake made by Campagnolo. The TV was the world's first production two-wheeled vehicle with a front disc brake.

As the race to be the first person on the moon gathered pace, Innocenti's new model was launched, the Luna range (Luna meaning "moon", in Italian). The machines looked very advanced for their day, reverting to the open frame style of the much admired "D" types, and although sales were slow to start with, racing success from grass-tracking to circuit-racing soon made them a sales success. Designed by Bertone, Innocenti wanted a small frame and engine Lambretta that could be sold alongside the larger models. The frame had a tubular-steel front end, with bolt-on leg shields, and a monocoque pressed-steel rear frame. Lambrettas have attracted an eclectic following of 'revival Mods' collectors, scooterists, cutdown enthusiasts, and even racers. Vespa and Lambrettas both can be converted to fun and relatively fast machines with little (but relatively expensive) modification. Many owners customize these scooters with elaborate customizations and paintwork and attend well-organised scooter rallies. The Lambretta has benefitted from advances in technology in the motorcycle world. To boost performance some owners have fitted aftermarket cylinders and crankshafts that increase the swept volume to as much as 250 cc.

Common modifications include a Nikasil plated aluminium barrel with radical porting, large Dell'Orto or Mikuni carburettors and bespoke expansion chambers. Hydraulic disc brakes in the front are becoming common on the more highly tuned machines, as are hydraulic clutches and rear brakes. Modern low-profile tyres greatly improve handling, as do uprated front and rear suspension units.



Quadrophenia LI 50



1959-61 Lambretta 175 TV Series 2



1969-71 Lambretta Grand Prix 200

The early years of the motor vehicle in Auckland: Barry Birchall's new Book

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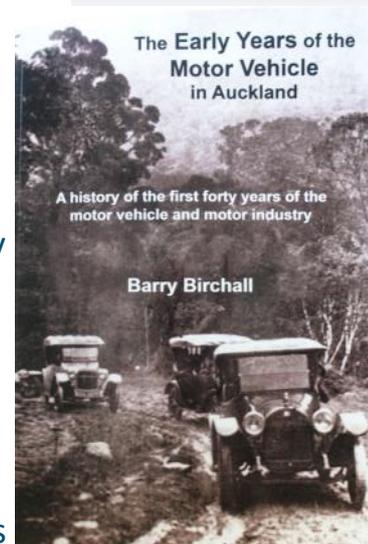
This richly illustrated book covers the period between when the first cars arrived in Auckland in 1899 through to the outbreak of the Second World War, when the motor vehicle was the main form of transport. The book is 270 pages long and includes a lot of great photos from private collections not previously published. The history of the first forty years of the motor vehicle in Auckland is told in the form of short stories, so the book can be picked up and put down at your leisure and is written in an easy to read style.

The book covers cars, commercial vehicles and motorcycles and much, much more. The first accident involving a motor vehicle in Auckland was in 1903. Cars were first registered in 1906. Speed limits differed in every borough, for example in Parnell as low as 6 mph rising to 30 mph 30 years later. By the mid-1920s, traffic jams were a problem in central Auckland and Newmarket. Also covered are issues like the regulations and taxes quickly introduced to deal with motor vehicles, Government trade policies supporting British makes, improvements to roads and bridges because of motor vehicles, early motoring publications and the work of the Auckland Automobile Association. A large part of the book is devoted to the people, many colourful characters, who pioneered early motoring, promoted the motor vehicle as the way of the future and established the motor industry over the first four decades and the businesses they established, some that continue in name to the present.

How to buy this book: This 270 page book sells at a great price for only \$40.00 per copy. Please pay by cash or internet banking. If you need your copy posted to you, you will need to add \$10 to cover the new NZ Post standard charge (within New Zealand) for the sized package required (up to two copies per package). If you have an RD address, you will need to add a further \$5 to cover NZ Post's \$5 surcharge for rural delivery (\$15 total for postage to a rural address).

Bank account number for payments through internet: **12-3049-0018619-01**

When making payments by internet please provide your name for "Their Statement". For "Reference" please enter "Book". Please contact Barry Birchall on making the payment on 098188755, or email barrybirchall@xtra.co.nz He will then send you your copy.



Barry and his wife 'plug' their book

The Members' Bay: Immediate reaction to AGM

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Request

At the recent Branch AGM, Catherine Macken and Paul Brinsden asked if there was any opportunity for members to bring their cars to the club to work on them for more than just a morning, and also if members were prepared to help those who were less mechanically minded. Although Chairman Tony Sparkes' "good idea, we will look into this" response may have appeared somewhat cursory, on the immediately following Thursday morning informal discussions took place and a week later, the Committee and Sheds sub-committee having been consulted, it was announced that the bay in the new shed to the north of the new hoist would be set aside for a Members' Workshop.

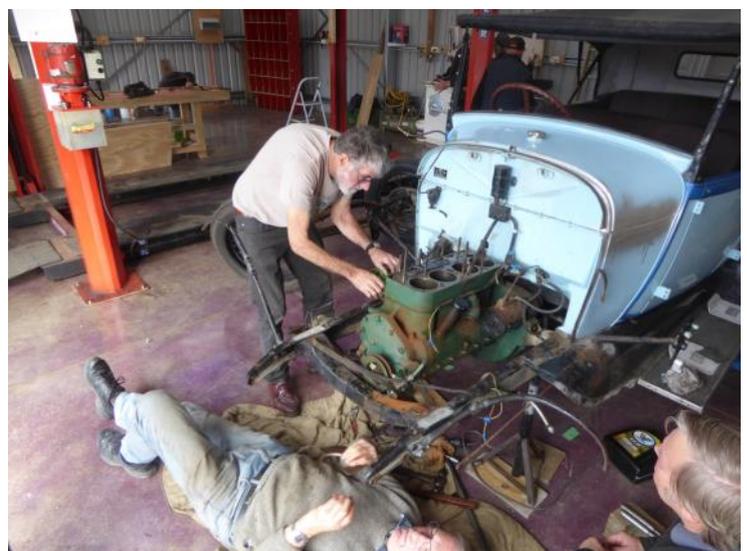
In no time at all it had been booked by John Castle (well known and respected Ford Model A owner) who, together with North Shore Branch 'A' owners Bill Duffy and Terry Costello had plotted to get John Higham's sadly neglected Model A back on the road. On Tuesday 20th July the car arrived at Masons Road and on the very next Thursday the 'A Team' had stripped off the head and were investigating what work was required.

The Basic guidelines for the Member's Workshop are: 1) Bookings are on 'first come, first served' basis. 2) Maximum time in Workshop is 4 weeks. All the rest are housekeeping like: return tools after use and keep the workshop tidy. Over time the bay will be equipped with a workbench and vice and a small range of tools, which will also be available for those members using the hoist in the adjacent bay. The hoist can, of course, be used during work on the vehicle, but it is anticipated that it will be only be utilised for short periods of time.

Great idea from Catherine and Paul, and speedy response by the committee. This will be a huge benefit to all our members, fulfils one of the Club's objectives and is already getting one car back on the road. (Even if it is a Ford.)



Bill Duffy, John Castle and John Higham get to work.



Bill continues to work diligently on the A engine, whilst John steals 40 winks on the floor.

From the parts shed: More from our Spares Team.

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This month's selection from our spare parts shed comprises a few little gems that have turned up recently.

Item One: We have a set of 4 hub caps for sale. Who can tell us what these caps are from. Guess again, not VW or Willies Knight.

Item 2: We have a triple AAA badge for sale.

Item 3: The pictured emblem has been cast by Garth Hogan and fits a 1934 Oldsmobile. It would look good on a Datsun.

Item 4: We have a 2.6 L alloy head for a Rover for sale. Circa unknown.

Item 5: A 1967 Sunbeam Rapier front windscreen.

Item 6: A complete 1954 Singer gearbox.



Item 1: Where he come from?



Item 2 AAA badge



Item 3: Looks like a nice girl!



The Parts Team of Arnold Van Zon, David Lane and Trevor Larsen demonstrate their versatility by fixing the tractor.

August Club Run: 29th August Daffodil

Rally for Cancer: Our August run will be the Daffodil Run from Smales Farm up to Matakana.

Weather permitting this should be a great day out and a chance to be part of what could be the biggest group rally on the North Shore for some time. The rally, organised by a committee comprising members from the North Shore, Waitemata and Warkworth/Wellsford Branches is part of the VCC's annual fundraising event in aid of the Cancer Society.

The event is open to all ages and makes of vehicles. Matakana shops, bars and cafes are 'Open' for all rally attendees and parking is available at Matakana School. The planned route (although you can shoot straight up SH1 if you prefer) travels northwards from Smales Farm along the East Coast Road, westwards along Oteha Valley Road, up Albany Hill and heading towards Dairy Flat. We then head across Kahikatea Flat over to Highway 16 and head northwards.

Then back east along the West Coast Road to Makarau, Woodcocks and through Warkworth towards Matakana.

Cars are asked to assemble from 9.00 am and be ready to leave by 10.45 am. The intention is that vehicles assemble in the overflow car parks (accessed via the roundabout on The Boulevard), for registration and dig out your \$10 (MINIMUM) donation to the Cancer Society.

Pre-registration forms are available on our website and in the club house if you wish to save time on the day. It promises to be a great run and a chance to see the regular Smales Farm participants 'on the road'.

Proudly supporting the
Cancer Society
Te Kāhui Matapuāpupu
o Aotearoa

Come and join the fun
All ages and vehicles types are welcome!

VCC
VINTAGE CAR CLUB OF N.Z.

Daffodil Rally for Cancer

SUNDAY 29 AUGUST 2021

Join us for the
Daffodil Rally & Car Show

Registrations from 9.00 a.m. at the Smales Farm Caffeine and Classics
Rally starts from 10.45 arriving at Matakana from 12.30 for a public car display
Organised by The Waitemata, North Shore and Wellsford/Warkworth branches of the Vintage Car Club of New Zealand
Enquiries: Leon Salt Ph: 027 423 8122 email: brendda@xtra.co.nz

\$10
vehicle entry fee - all fees donated to the Cancer Society

To find out more about your local
Daffodil Rally for Cancer, visit www.vcc.org.nz

Video killed the radio stars: July Club Run.

Report and photos by Andrew Lunt

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A good turnout of members' cars for Sunday's run to a local radio enthusiast's shed (more like a museum). Fantastic to see and learn about the history of radios, valves and gramophones. Afterwards, we all had a quick drive for a nice lunch in Silverdale. A big thanks to Paul Collins for organising a great run.



Committee Notes: 28 June 2021

Synopsis of the latest committee meeting discussions

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New Members: Ken Williams and Matthew Davies.

Concrete strip along new shed: Various options are currently being considered regarding the installation of a concrete apron in front of the new shed. This is to provide smooth vehicle access to the shed.

Conditions of shed use for private vehicles: Additional conditions for the use of the shed were considered such as the need to protect the floor during work on the vehicle with covers etc. and also the requirement for a formal system for vehicles overdue in the shed.

Projects raised at the AGM: The only project currently under way is the shed group. Committee members need to chase up the various projects.

Restored Club vehicles: Consideration needs to be given to the long term future of club owned restored vehicles, perhaps loan to members on fixed basis, auction them off? Maybe vehicles could be placed on loan to museums etc. or they could be swapped with MOTAT for display purposes however this still results in a storage issue.

Committee co-opted members: In order to get more members interested in serving on the committee, it was suggested that a member could be co-opted on to the committee for one year as a non-portfolio holder committee intern. A job description for the position is to be prepared.

Committee Resignation: Chris Field has formally resigned from the committee and as the Event Coordinator. The Chairman has accepted the resignation.



The Bedford on arrival

About Us

Progress
August 2021

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 09-473-5872 or 027-499-5588

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

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

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

Barry Thompson 09-959-206

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

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

Mike Swanton: 09 426 0011

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

Members' Garage Manager: Kevin Lord 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Magazine Editor: Stuart Battersby: **Tel:** 022 471 2759: **Email** battersby56nz@gmail.com

THE INFORMATION IN THIS MAGAZINE IS SUPPLIED AS A SERVICE TO MEMBERS. ARTICLES OF INTEREST ARE ALWAYS WELCOMED. THE OPINIONS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE AUTHORS AND THE CLUB ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF ANY ARTICLES OR STATEMENTS HEREIN.

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