



North Shore
Vintage Car Club

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Progress:

The monthly journal of the
North Shore Vintage Car Club
May 2020



Well, we've made it through the four or so weeks of Level 4, I hope that you have all managed to stay healthy (and sane) over the period. Firstly I must thank everyone who has responded to my request for contributions; I have been almost overwhelmed! In fact, I must apologise to some of you: I haven't managed to include your contributions. I have enough for at least another half an edition. ALL contributions have been wonderful and to be fair I have just worked on a 'First Come, First Served' basis and so if you are wondering where your piece is It's coming next month!

Helen and I have been going out for walks every day, which has been a pleasant change. The upside of living on Whangaparaoa is that we can walk to no less than 6 different beaches with the furthest reached in only 30 minutes. The downside however are the hills: Every walk involves at least two steep climbs, if not more. Apart from walking and waging war on the Paspalum in my lawns, I have been working on the MG. I finally got around to renewing the thrust washers behind the sun and planet gears in the rear diff. It's a job I was dreading, especially without access to a ramp. In the event I managed to do the job with the car up on a series of axle-stands and apart from the stink of EP90 gear oil, it all went well. I no longer have the metallic 'clunk' in the diff when I drop the clutch.

I've also been doing some work as moderator of the National Club's Facebook group. What a great chat forum we now have going! If you are on Facebook, then why not join the group? Simply search from within Facebook for **Vintage Car Club of New Zealand Group**.

Typically around this time we would be announcing details of our Annual General Meeting. A time to review the club's performance over the past 12 months and to elect a new committee to guide us through the next year. I imagine that Covid will push our timescales out for a couple of months, but I just want to ask you all to consider whether you might be able to serve the club by offering yourself as a committee candidate, when the time comes. Many of our committee have served the club with distinction for many years and they deserve a break. Now is the time to think about whether you are able to contribute a little more to the club, perhaps bring some fresh ideas and help move the club forward.

PLEASE continue to send me Photos, Stories, Ideas in order to keep us all entertained and enlightened.
Stuart (battersby56nz@gmail.com)

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- * **Chairman's Message:** Kevin Lord.
- * **Can you guess what it is yet?** Just for a change this month we have 3 simple quiz questions for you.
- * **Club Captain's Report:** Richard Lloyd.
- * **Club Run: Posh Picnic:** Report and Photos.
- * **Focus on the Marque:** GAZ.
- * **Upcoming Events:** There are none. Everything is off.
- * **Workshop Updates:** There are none.
- * **Committee Notes:** Nothing to report this month.
- * **About Us:** Who's who and where's where.



You may be forgiven for thinking that our 'Cover Girl' this week is a Model A Ford. She is in fact, a GAZ A Phaeton.

Club Member Robert Brown has provided this month's "Focus on the Marque" with an interesting review of the Russian GAZ Brand

Chairman's Report April 2020

Kevin Lord

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Hi all,

I hope everybody is well in these unusual circumstances. As the majority of members are over 70 years. old the branch and all facilities unfortunately will remain closed until further notice.

Neil Beckenham, our Assistant Club Captain prepared an online rally last Sunday and it was enjoyed by many. Thanks Neil for this brilliant effort.

After a visit on a Thursday morning from a neighbouring branch to view our workshops and projects, they commented on the extreme amount of work that is being achieved on club room grounds and projects by this hard working team. Supported by a committee, who finance and oversee these projects to make it all possible.

A serious complaint of offensive behaviour from a club member directed at a committee member, has been resolved, with a sincere apology from the offending member to all involved. Thanks to the special sub-committee for resolving this serious matter.

Keep safe and let's hope we can get back to motoring some time soon.

Kevin



The chairman's Ford "Ute" parked up at the 2020 Posh Picnic

A different type of quiz

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Just to make a bit of a change three members have posed us some of challenges. Answers at the bottom of Page 16.

Question Number 1: What car is this? Make, Model and Year please. Buck Rogers sent in this poser. The car apparently used to belong to the uncle of his neighbour. Having found the photo, nobody in the family can remember the make of the car.



Question Number 2: Member Tim Edney asks “Please study the picture below and then tell us:”

- What configuration is this motor? Does it have fuel injection?
- What car is this from? Year and Make.
- What is historically significant about this motor?



Question Number 3:

Who is this club personality?

Club Captain's Report

April 2020

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Time for another report on our activities but sadly little has been done due to the Coronavirus (Covid19) outbreak. My report for March was done via email and this time we have taken to the Internet once more to communicate but there is little to report.

Everyone is “enjoying” being in lockdown keeping their fingers crossed that it won't last much longer. The roads are much quieter, so much so that when I had to be taken into Greenlane Hospital for an 8.30 am appointment, it only took 35 minutes compared to one and a half to two hours normally.

I injured my eye on the farm and I was in a lot of pain. Fortunately the hospital was very quiet so I was dealt with quickly and I was home again before lunch.

My vision was slightly impaired so I was not in a position to drive and this was partly to blame for my missing the virtual rally which was organised by Neil. From what I have heard it was a great success with 17 members taking part. Richard Bampton with navigator John Higham won the event with Bruce and Trish Pitcher coming second. Well done all of you – is this the way to go in future? I am looking forward to taking part next time.

Many thanks to Neil for organising the rally and I am sure there will be others – perhaps with some input from me?

I'll move that this report be accepted and ask for a seconder. Thank you.

I know everyone is hoping our “lockdown” will end soon now that we have moved down to Level 3.

Richard Lloyd, Club Captain, NSVCC



*“Winners of the Virtual Rally”
Richard Bampton and sitting
virtually next to him is club
vice-chairman John Higham.
When commenting on the
event two national club
officials said:*

“[Kaaren Smylie](#)

Oh well done you guys that is brilliant”

“[Diane Quarrie](#)

*That is really thinking outside the box. I
wonder what will be next ... a virtual
restoration maybe??”*

Viv Pearman's Lockdown Special

Club member Viv Pearman, not content with restoring two of the nicest looking MGBs that you'll ever see, is also a speedway racecar builder. Thanks Viv!

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Viv writes,

"Hi Stuart,
Have been lucky enough not to be bored over the lockdown. I have spent time in the garden and my workshop working on a long time restoration. Nearly 30 years ago I bought a speedway midget that had taken a bad crash at Kihikihi.

The car was mostly in boxes and it sat in the corner of the workshop for about 15 years until I decided to start on it. Only then did I wonder why I had bought it. I stripped it down to the frame which was bent. On and off over the years I have completely rebuilt it and overhauled the engine and all the running gear.

At the start of the lockdown it had been sitting for quite some time with the body finished. I decided to get back on to it, so off came the body and I have now built it up ready to refit the body. Still a fair way to go.

Also attached is a photo of my 1946 Jeep powered midget had on display at Christmas at Western Springs.

Cheers Viv



Viv's Jeep based Speedway Midget. I never cease to be amazed by the skill and versatility of our members

Upcoming Events:

There are none!

You'll all know that we are in Level 3 Lockdown for at least the next two weeks. Currently its not possible to predict when we may be able to get together for events, rallies or shows. This page is therefore a little sparse. Still here's some photographs from the new National Club Chat Room hosted on Facebook. The Group can be found by logging into your Facebook account (I assume that you all have one by now?) and searching for ***Vintage Car Club of New Zealand Group***



Triumph Dolomite



Hillman Nirvana

Regular weekly timetable as below :

- Every Wednesday Club-Night: coffee, tea and banter.
- Every Thursday Morning 9am—Noon : Restoration shed, Spares Shed and Library all open. Coffee, tea and cakes at 10.30. Over 40 members now regularly attending 'smoko'.

Postponed until further notice

From the Chairman's Garage

Our Club Chairman, has answered the call for contributions with a look back at the restoration of his 1930 Chevrolet Roadster

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As I have not been able to go down to my workshop, 5 kms away and where most of my projects and tools are stored. I found around in a dark corner, under a cover in my garage at home, my 1930 Chevy Roadster. It has not been used since 2002.

I decided to get it out and get it running. Before trying to start it, I back-flushed the radiator, disconnected and blew out the fuel lines, cleaned the carburettor and checked the points, gaps etc. and turned it over by hand to make sure all the valves were working. I then connected a new battery. With new fuel and one press of the starter, it burst into life and ran perfectly. I even took it for a short run around the Grove. I was very impressed how this car ran.

I have owned this car since 1975 although I first saw it in 1973 . A real basket case! Although semi-complete it had lost its rumble seat and the rear had been converted into a small ute. Asking price at this time was \$350. I thought I had to be mad to restore this car, so decided against buying it. In 1974 this car was again advertised for \$500 and once again I thought the same. In 1975 the same car was advertised again with a different owner but in the same condition. By then I realised that these cars were getting hard to come by and so I bought it for \$1000. I 'A-framed' the project back home with the aid of wheels and tyres off my '29 Chev. Sedan.

Over the next 20 years I rebuilt the chassis and all the mechanicals as well as doing a 3 year panel beating course at Manukau Tech in order to manufacture most of the body parts required to bring it back to its original rumble seat and twin side mount configuration.



Sorting the parts.



Constructing the wooden frame



Pre-Assembly before painting

From the Chairman's Garage (continued)

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New wooden bows were laminated using my hot spa pool to bend the Kauri bows into jigs to make the hood bows. I also used stainless steel, cut on my band saw and polished, to replace the rusted original steel. The body was all wood framed and this took considerable time as I had no original patterns to copy. A surgeon friend, watching me do this said it resembled putting a skeleton back inside a body, not an easy thing to do! This was done, like most of my work, on rainy days home from building sites. Painting and most of the upholstery was also completed from home. This is where my night school upholstery class came in handy. Getting tips from the experts.



Body painted and ready for assembly

My spray painting experience came about in the early 1960's when my father bought a small compressor to spray his own car. He made such a mess of it he gave up. I took over and made a surprisingly good job. From then on a lot of my weekends were spent spraying some of my 'fix-up' cars and friends' cars. Living in America for 4 years, bringing up a family, building a new home with several garages attached all helped to lengthen this restoration job.



Coming back together

During this time with my family (luckily also interested in cars) I spent a lot of time helping them repair and restore their own cars. Several Morris Minor vans were turned into small Utes. An Austin Big 7 was made into a Special (my son Kerry still owns and uses this car today). A 'rollover' Vauxhall Chevette plus Cortinas and Triumphs all contributed to the project list.



As she is today

The Chevy Roadster was finally completed in 1994. After completion it won restoration of the year in both "North Shore Vintage Car Club" and "Chevrolet Enthusiasts Club". A proud moment after many years of commitment. With this car we travelled on to enjoy mainly trouble free experiences. Enjoying rallies and tours covering all over New Zealand. **Kevin Lord**

French Design does it again!

Another great contribution from one of our members this time describing the very rare Renault Floride.

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In the late 1950s French manufacturer Renault produced a car to sell in the same market sector established by the VW Karman Ghia. They produced two contenders, the Floride (1958 to 1962) and the Caravelle until 1968.

The Floride was based on the rear-engine Dauphine platform with a coach built body by the French coach builder Carrozzeria Chausson and was designed by Pietro Frua of the Italian design house of Ghia. The Floride had the 845 cc motor with either a three or four speed gearbox.



1961 Renault Floride

There were three models, the convertible with a folding soft top, a fixed hardtop (coupe) and a version with both the soft top and a removable aluminium hardtop (the cabriolet).

The Caravelle was the result of a rework to put the basically same design onto the slightly larger R8 running gear. This led to the increased engine size of 956cc and then to 1108cc with standardised 4 wheel disc brakes and a four speed gearbox. Two body configurations were available, cabriolet and coupe with the hard top being squared off to provide more rear headroom for the four occupants.

The coupes are true 2 plus 2s but the cabriolet rear jump seat is for legless dwarfs or postcards.



*Gorgeous French lines...
Or does that look like something else to you?*

The green Floride is a 1961 NZ new car with a fully documented history. It's first Auckland owner was a well known "dedicated follower of fashion" in the words of the day and must have cut quite a picture sporting his signature paisley cravat and bright jackets. He ordered the Floride with the Gordini engine enhancements and maybe would have struggled to cope with the resultant 10% increase of power. Nowadays the Floride will spin one wheel on wet grass from the 40 bhp.

The 1967 burgundy Caravelle is also a matching numbers NZ new car. It also drives very well and can keep up with traffic. The more reassuring 4 wheel disc brakes also help.

They both have good heaters and adequate flow through ventilation to make them a year round driving proposition. The rides are French soft with reasonable road holding from the big 145 section tyres. However they are very French of the period 60 years ago. Controls are not intuitive, unmarked scattered switches, and the gear change to the rear mounted gearboxes is vague. The driving position is "challenging" with tiny pedals offset to the centre but with the soft seats pointing forward. It is difficult to obtain a sustainable driving position without permanent back injury. Another interesting feature is the standard green tinted translucent Perspex sun visors perfectly mounted on the top of the screen to scalp the unfortunate crash victim.

Still great fun cars with very few survivors (rust) in the world out of the 117,113 made over their 10 year production period. New Zealand was unusual in the days of import licensing that WR Smallbone Ltd used its licence to import Renaults both built up as the Floride and later the Caravelle and also brought to NZ CKD packs. These complete knocked down packs (CKD) were assembled with some local components by such as Todd Motors in Petone. An example is this very original 1963 Dauphine in the universal Todd green more usually seen on a Hillman or Commer van. Campbell Motors in Thames took over the local distribution and assembly in the later 60's.



*Floride interior
with typical French avante-garde dashboard*



*The burgundy Caravelle and the 1963 Dauphine
resplendent in "Todd Motors Green"*

Artisan Crossleys:

Some photos of Russell Brooke's pair of amazing Crossleys

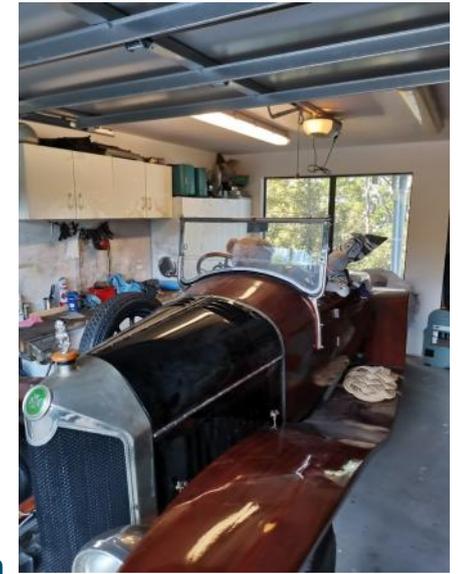
Club member Russell Brooke has supplied a few photographs of his pair of wooden bodied Crossley 19.6. Both cars are still under restoration although the first was due for LTSA inspection just before lockdown and we hope to see that on the road soon. The second car is just getting final varnishing, prior to refitting accessories, power train etc. I'd never heard of Crossley before Russell dropped me an email and so I hit the Google button and came up with the following background information.

Crossley Motors was a British motor vehicle manufacturer based in Manchester, England. They produced approximately 19,000 high-quality cars from 1904 until 1938, 5,500 buses from 1926 until 1958 and 21,000 goods and military vehicles from 1914 to 1945. Although founded as a car maker, they were major suppliers of vehicles to British forces during World War I, and in the 1920s moved into bus manufacture. With re-armament in the 1930s, car-making was run down, and stopped completely in 1936. During World War II output was again concentrated on military vehicles. Bus production resumed in 1945 but no more cars were made. The directors decided in the late 1940s that the company was too small to survive alone and agreed to a take over by AEC. Production at the Crossley factories finally stopped in 1958.

When car production resumed after the First World War and a new model, the 19.6, was launched in 1921 and joined in 1922 by the smaller 2.4 litre 14 hp model that would become the company's best seller. The 19.6 was replaced by the 2.7 litre 18/50 in 1925 fitted with Crossley's first six-cylinder engine and this was enlarged in 1927 to 3.2 litres in the 20.9. Crossley were the first British car company to offer a factory fitted car radio in 1933. Although the large cars would continue to be available, a range of small models fitted with Coventry Climax engines was announced in 1931 but sales of the cars slowly declined and the last ones were made in 1937.

Thanks to Russell for the photos. Keep up the great work!

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*Project 1.
Ready for final inspection*



Project 2: Top craftsmanship!



*A look into the future.
Project 2 as viewed through
the screen of Project 2*

Focus on the Marque: GAZ

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This article was, in the main, researched and written by club member Robert Brown. Robert a long time Ford Model A owner has investigated the early years of the GAZ factory and their beginnings with Ford Model A production.

GAZ or Gorkovskiy Avtomobilny Zavod (Literally translated as 'Gorky Automobile Plant') is a Russian automotive manufacturer located in Nizhny Novgorod (previously Gorky before 1990). GAZ continued to produced vehicles beyond the Model A, but we'll leave that for another edition. In the meantime let's hand over to Robert.

A visit to a car museum in Vladivostok confirmed for me the legend that Model A Fords were built in the USSR, and their descendants continued for many years. The Automotive Antiques Museum of Vladivostok is advertised as being “the only museum of its kind in Russia registered at the Russian museum league until Jan 2002”. They also say that they have been able to “gather, restore and save such unique rarities as the GAZ A, the GAZ AA and many others”. Along with exhibits depicting the history of domestic automobile construction, there are examples of military vehicles, post war vehicles and Soviet government limousines.

The history of Ford in Russia began in 1907 when the first dealer was appointed. During the early 1920's, severe food shortages after the revolution, led to the Soviet government ordering 26,000 Model F Ford tractors to help increase farm productivity. This is another story in itself.

On May 31st 1929 Henry Ford signed an agreement in Dearborn with the Supreme Soviet of National Economy of the USSR to provide technical assistance in the setting up of an assembly plant at Nizhny Novgorod. This assistance was to last 9 years and payment to be the purchase of 72,000 vehicle kits within 4 years. During the Soviet era the City was named Gorky after the writer Maxim Gorky, hence the name Gorkovskiy Avtomobilny Zavod or GAZ. The first vehicles did not come off the assembly line until January 1932. The Soviets had hoped to purchase a newer model but finances meant the “out of date 1927 model” was bought The GAZ A does look like a 1930 though. It was decided to build only the 4 door phaeton and over 100,000 were produced up to 1936.



From L to R:1948 Zis-151, 1942 Zis-5B,
1934 Gaz MM and 1932 Gaz-AA



GAZ A Phaeton

The GAZ A “had the big road gleam”, a three stage gearbox, gravity fed carburetor, simple wiring corresponding to Patriotic War (WW2) service conditions and could be mastered by the majority of drivers.

The GAZ M1 was introduced in 1936 to replace the GAZ A. It was based on the Ford V8 but still used the Model A engine. The M1 was built until 1943 with the last two years production coming from spare parts. A 4wd version of the car was trialed which led to GAZ 67B jeep. 63,000 of these were built up to 1953. An armoured car, the GAZ BA-64B was used during World War 2 on Bryansk and Voronezh fronts. The 4-15mm welded armour was very bulletproof, thanks to use of angles and slopes. 8000 were made.

Engine power was increased on the M1 and military models to 50 HP. This is probably due to what we know as the B motor. The jeep had a top speed of 90kph and could tow a one ton trailer. Important when under camouflage the overall height with screen down was only 1.3m. The driver of the armoured car sat in the centre and the commander who was also the gunner behind and above.

Some Ford AA trucks may have been built in Russia in 1930, but main assembly began in January 1932 when the first 25 GAZ AA's came off the assembly line. Appearance is the same as the Ford Model AA with the same 40hp engine and similar running gear to the car. In 1938 the GAZ AA was modernized with the increase in power to 50hp. (the B engine). Production continued until 1947 at Gorky and 1949 at other plants. The square mudguards are apparently original. Hundreds of thousands were built and during the 1930's and 90% of any Russian motor pool would have been Model AA derived trucks. Many variants were made such as buses, dump trucks and gas generator trucks.

During the 1930s the Red Army needed a cross country truck and a semi caterpillar or half track was planned. Snow and ice in winter and mud during the thaw in spring. Designs were unsuccessful and the six wheel GAZ AAA was developed. The truck had a two ton load capacity and fuel consumption of 27 litres per 100km. Although the twin rear axle was economical to produce it was not entirely satisfactory, and six wheel drive was not developed on this model and production ceased in 1943. Most AAA's were used as gun transports and nearly all were lost during the first few months of the war. Only those set up as field repair shops survived. Other countries developed this model and the Ford AA as armoured cars.



GAZ 67B Jeep



GAZ BA 64B Armoured Car

So, there was a lot more to the legend of Russian Model A's than I thought. They built over half a million Model As or perhaps what we call B engines up to 1938 alone. It is likely that over a million Model A variants were built in Russia and that they made the last one to be produced world-wide.

The GAZ company continues today and the Nizhny Novgorod plant is the second largest in Russia. They have recently purchased the makers of LDV vans, and continue to make Volga cars.

Post script:

After writing the article about the Vladivostok museum, I met a Russian living here in New Zealand, who was able to tell me more about the GAZ factory. Yuri had a school friend who's father worked in the factory.

Ford sent some staff to Russia to assist with installing the production facilities. The arrangement was that Ford would supply the production equipment as long as Russia purchased CKD kits for nine years, after this time the factory ownership would pass to Russia. After a while the communist party officials sent the Americans home because the locals were being led astray politically.

The GAZ AA truck based on the Ford Model AA was still in production during World War 2 and a very common military vehicle. Those trucks fitted with rocket launchers called Stalin's Organ or Katyusha had an explosive demolition charge fitted at the factory. The soldiers operating these trucks were told that if they were about to be overrun by the enemy, they must push the button and retreat within 30 seconds. This was to prevent the new rocket technology falling into enemy hands.

There have been articles in "Restorer" the Model A Ford Club of America magazine with other information about Ford in Russia. Apparently, there was also a number of brand new Model A engines from Russia that turned up in California in relatively recent times.

Once again a big Thank You to Robert Brown for this highly readable and informative article.



GAZ AAA Truck



Various Ford powered GAZ WW2 military vehicles

The NSVCC Virtual Rally

by a virtual Richard Bampton

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Congratulations to Neil Beckenham for organising such a good lockdown rally, and the weather was perfect for the drive.

The route was challenging, even for my experienced and very talented navigator. I started the run navigator-less, but, after going the wrong way round a roundabout, decided that expert assistance was required. John Higham had come to grief with the instructions round Long Bay so we joined forces.

What a formidable team! Roundabouts, T-junctions, lefts turns and right turns were dispatched with ease until, at the end of Sartors Avenue thing went pear-shaped. We approached a roundabout that was given as a turn in the instructions. We turned round and tried again. Still our navigation seemed wrong. Perhaps we should have gone straight ahead (using the dreaded “line of least deviation”) at Walnut Lane. But no. The overriding instructions told us to ‘Ignore Walnut Lane’. In order to check the route in more detail the definition of the map was increased and “**bingo**” a hitherto un-named road now had a name. This meant that we turned sooner and all was well.

Straight Line Navigation holds no terrors for Mr Higham. In no time that part had been completed and we soon virtually arrived back at the clubhouse. Just at that moment I was offered a real cup of tea, so a great afternoon ended well, especially when an e-mail was received later to tell us that we had come first. This is the first rally that I have won although it required the immense skill patience and expertise of the navigator to bring us home.

Later I checked the fuel consumption and discovered that I had used virtually no fuel. (But this is what you would expect from a quality car – Austins Rule.)

Answers to Page 4 Quiz

- Chey, featured elsewhere in this edition*
- Question 3:** The club personality is none-other than club chairman Kevin Lord, pictured working on his cylinder to have a journal on the crankshaft.
- set the blocks so that one block was in front of the other and the resulting space allowed the conrod for each cylinders and a blade and fork shared conrods bearing on the crankshaft. This new in 1927 Cadillac motor off-
3. First year of the enduring configuration Cadillac V8. The first Cadillac in 1915 V8's used parallel blocks of four
2. 1927 LaSalle
1. V8, no it has a factory fitted updraft CI Johnston carburettor.
- Question 2:**
- wire or wood spoke wheels.
- Question 1:** The B/W old Photos is a 1928-30 Chrysler 75. Note the straight bonnet loures, which are different to the 77. Search Google for heaps of images "Chrysler 75 roadster images". Note they could have

Moss and Me:

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A couple of articles by club member Chris Field

When I first received the following email from Chris, I really wondered what was coming. Was it about a moss covered 'Barn-Find' or perhaps a pilot script for a new TV detective series. I need not have worried. Many thanks to Chris and here's his articles.

"Hi Stuart

I've been thinking about what I could possibly help with and come up with a couple of shorts:

Stirling Moss

The recent demise of Stirling brought back memories of the 2 occasions I met him in the early 80's.

As part of his business, he used to drive his old Lola at private corporate motoring events and give a short race driving training session to special guests who wanted to go for a spin. Fortunately I was one of those guests at both Donnington and Brands Hatch, so had the enormous pleasure of being driven at speed (and shouted at) by the great man.



Chris and the man himself

Fond memories indeed.

This sounds like the old joke....but it's true! We've all heard the old story about someone waving at a friend during an auction and having the hammer knocked down to them for whatever happened to be 'on the block' at the time. Well in my case it actually happened!

It was 1969 at the classic car auctions in Leeds, Yorkshire, and I had arranged to meet a pal who was hoping to buy something interesting. I was seated near the back of the auction 'grandstand' and saw my pal looking around trying to spot me....so, as you do, I waved to him.



The MGA YA Saloon bought inadvertently for around \$700

Yes, silly me, I'd just accidentally indicated what became the final bid for a very nice cherry red and custard MG YA saloon. It was a good price, 340 quid I think, but the only problem was that as a young chap in his first job just after university, I hadn't got a bean to my name!

Fortunately, when my pal sat down and I explained my predicament, pointed out the car and cost, he agreed to buy it. And so started years of a classic car partnership that saw us buying and selling a load of really interesting motors.

Hope you can use the attached photos.

Chris Field"

The Vauxhall GY:

Mike Swanton describes his favourite Vauxhall model

I often hear disparaging comments about pre-war cars and how unsuited they are to road conditions these days. Innovation in automobile design is attributed to the amazing developments that came from war time think-tank environments.

In fact automobile engineering developed much more from motor racing than from any other cause. And Vauxhall was at the forefront of motor racing before it was acquired by General Motors. Yes General Motors saved the Vauxhall marque from oblivion and it did help the Vauxhall marque to continue developing, but just not at the pace it had earlier.



Vauxhall GY affectionately known as 'Toots'

What attracted me to the Vauxhall marque was its loyalty to the colonies after WW2. Here in New Zealand Vauxhall imported a set percentage from its English production to help our country get back on its feet. There was much complaint in England that so many of their much needed new cars were being exported when they needed more cars domestically. But England recognised that its debt of gratitude to the colonies over their support during the war had to be rewarded. America on the other hand only exported its surplus stock when times were good so as to make more money, but when the going got tough they ignored their earlier export markets. It was years after the war before we ever saw a new American car.

After I acquired my first car, a Vauxhall LIP imported soon after the war, I looked around for older pre-war Vauxhalls. I knew that they had been popular here and indeed New Zealand successfully raced Vauxhalls before WW1. (1908 Old Blue still survives in Christchurch) Vauxhall had developed some very advanced models long before other marques caught up with the technology.



Another 'Swanton' GY, Winner of the 2015 Ellerslie Concorde d'Elegance Chairman's Choice award

The Vauxhall GY: (Continued)

That was when I found my first 1937 GY Vauxhall 25. This is a model that incorporates Vauxhall's great developments, but wasn't sold in large numbers because of price, production holdups and a high UK road tax. My first GY was an Australian model assembled by Holden. Later I acquired a New Zealand built GY, and then two English built GYs. To understand where I was coming from you need to know a little about GY specifications.



The GY Interior: Stunning!

Engine capacity: 3,215 cc

Valve Clearances: .006 ins / .013 ins

Gearbox: 4 speed (1937), 3 speed (1938 to 1940)

Front suspension: Independent, Dubonnet (knee action), Torsion Tube type.

Rear suspension: springs with anti-roll bar connecting 2 double acting shock absorbers.

Brakes: 4 wheel hydraulic brakes activated from a dual cylindered master cylinder.

Now I think that is pretty impressive and that it makes for a nice handling, comfortable road car.

My first GY, the Holden built car, went together without a hiccup and won prizes at major events. My appetite was whetted and hence I've been concentrating on that model.

Power: 80 bhp

Top speed: 128 kph

Compression 6.1 : 1

Weight: 1,536 kgs

12 volt electrics



The Vauxhall GY

I think that we can all now understand why Mike (and many others) are fans of the GY

*Many thanks to **Mike Swanton** for producing this piece.*

Renovation of 1970 Volvo P132S

Amazon: Club Member Alan Davies shares his story

Progress
May 2020

After owning a previous 1967 Volvo Amazon I had been actively searching for a 1970 Amazon with the larger B20 four cylinder motor instead of the smaller B18 four cylinder engine. We used our previous 1968 Amazon in a classic car tour from Shanghai to London in 2014. This was the car's second Shanghai to London Tour, as it had already completed the 2012 Tour with its previous owner (Brian Taylor from Napier). This is the same car that featured in the Beaded Wheels Magazine December 2019, now owned by Grant Simpson of Marlborough. I was extremely satisfied with the performance and reliability of the 1968 Volvo Amazon over these very arduous tours.



Body in Primer and ready for top coat

After searching for some considerable time I managed to locate a right hand drive B20 1970 Volvo Amazon for sale in Sweden. This car was originally owned by Swedish Post for rural delivery, hence the right hand drive set up to safely place mail in letter boxes. After some negotiations and assurances I decided to purchase the car (sight unseen) and ship it from Gothenburg, Sweden to Auckland. The Volvo arrived at Auckland in April 2017. It seemed on initial inspection in good condition with its Swedish Registration and WOF current.



The car somehow looks sleeker from this angle

The car was sent off to be checked for vehicle entry certification and New Zealand registration. The certifier rejected the car after locating some more recent welding work on the underbody. I was required to have a Repair Certifier inspect the car and identify any remedial work. The car at this time was road worthy and I decided to drive it home with its Swedish number plates and consider what was my next step.

Renovation of 1970 Volvo P132S

Amazon: Continued

Progress
May 2020

After due consideration it was my decision to place the car with my friendly panel beater, Robbie Torrington, of Silverdale Panel Beaters Limited, located at Dairy Flat.

A Repair Certifier was engaged and after close inspection a list of remedial work was required to bring the car up to the New Zealand requirements. I decided at that stage we would pull the car apart and complete a full restoration.

During this process we were unlucky to have our Repair Certifier “struck off” by the NZ Transport Agency. After sometime we managed to engage a suitable replacement Certifier and finally the Volvo was completed and given a New Zealand Registration in May 2019.

The ‘finished product’ is a credit to the people involved in its renovation. The car travels very well and I am delighted with its appearance and quality of workmanship. The car so far has been on display in the Volvo Area at the Ellerslie Contours of Elegance and has travelled around the country and has been to the Hawkes Bay to participate in their local branches Homestead Run. People who worked on the car include the following:

Panel Work - Silverdale Panel Beaters, Dairy Flat.

Mechanical Work - Wayne Gracie, Dairy Flat.

Paint Work - Fletcher Wilson, Wainui.

Electrical Work - Mike Lawrence, West Auckland.

Fabulous car, Alan, thanks so much for sharing!



Henry Ford had a finger in many pies

Last month we had a Mustang fighter plane.

Now we have a ship!

Progress
May 2020

Thanks to Mike Garner for digging out this little (BIG) oddity. The Benson Ford was built in the 1930s and used in the American Great Lakes to transport raw materials and finished cars around the bordering states. The ship was also used by Henry Ford to travel and entertain guests across the Great Lakes. Thomas Edison was a frequent guest on this beautiful ship.



After being decommissioned, it was left to rust for four years before the front part of the ship was removed and perched on top of an 18-foot cliff above Lake Erie, to serve as a vacation home.



Her current resting place



Off comes the top!

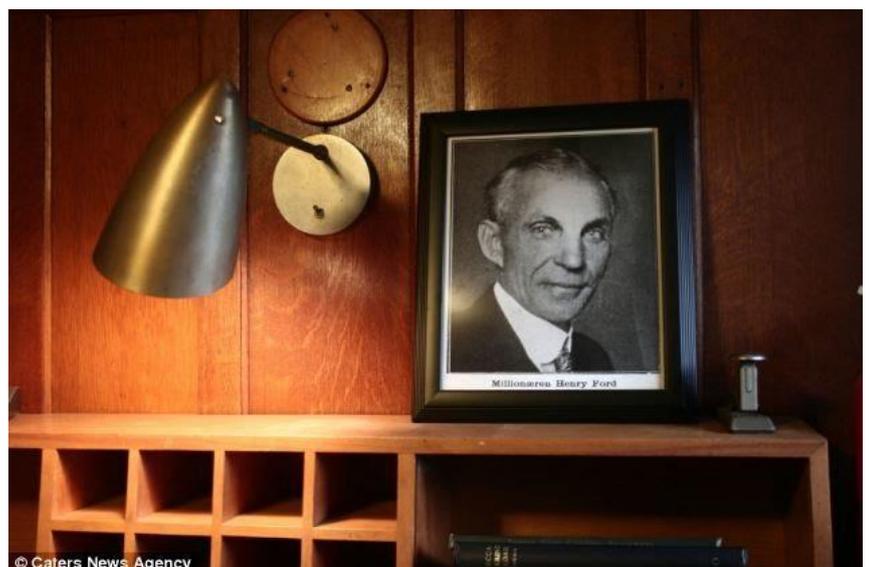


Luxury wood paneled state rooms

The present four-deck ship-house is 7,000 square feet and includes walnut-paneled staterooms, a dining room with galley, and passenger lounge designed by Henry Ford for his personal use while on board.

The ship-house was originally owned by Frank J. Sullivan, but after failing to turn it into a hotel in 1992, Sullivan auctioned the building to father and son Jerry and Bryan Kaspar, who still enjoy relaxing there while taking time off from work.

It has been modernized with a garage, a game room, a bar, a state-of-the-art kitchen, and four bathrooms.



His presence is still felt

The 90-year-old cargo ship is beautiful, as she sits overlooking her former waterways.

Unfortunately under the current lockdown conditions the committee has been unable to meet in person again this month. They are keeping inn touch by email and telephone, but in truth with the lockdown, there is little requiring attention or worthy of reporting. Hopefully we'll see things happening by next month.

Barn-Find Extraordinaire!!

Regular correspondent Bruce Skinner spotted this little gem whilst browsing the web recently.

It is a **1950 BMW Veritas roadster** with a custom body by German coachbuilder Hermann Spohn and perhaps the weirdest "barn find" ever recovered, was presented at the Florida concours amidst the class of wacky misfits. With towering, mis-proportioned tailfins and oddly designed grille, among other faux pas, the roadster was an apparent attempt to emulate Detroit dream cars of the era. On the basis that a picture paints a thousand words, I'll just leave you to gasp or marvel at this weird car!



About Us

Progress
Dec– Jan 2019/20

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 12.30pm 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)

Main Committee

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

Vice Chairman: John Higham 09-478-7973

Immediate Past Chairman: Paul Collins 09-422-0500 or 027-292-2204

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

Treasurer: Ross Moon 09-426-1508

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

Assistant Club Captain: Neil Beckenham 09-426-5831 or 021-588-536

GENERAL COMMITTEE Members:

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