



North Shore
Vintage Car Club

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Progress:

The monthly journal of the
North Shore Vintage Car Club
November 2019



Editorial

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Apologies, if this reaches you slightly behind schedule: I lost about 3 weeks of October having succumbed to a Flu-like viral infection. High temperatures, sore joints and, weirdly, very sore hair and scalp has meant a late-start to this month's edition.

Thursday mornings at the club continue to be an absolute sell-out with a regular turnout of over 40 each week. Why not try and get down for a look around our projects, a nice coffee and a couple of John Tomb's excellent freshly baked sausage rolls.

This Thursday I found on one of the clubhouse tables a very amusing article/cutting on the subject of Facebook for the older generation. Funny but totally divorced from reality. We are not there yet, but in the next 2-3 years I see Facebook as being one of the most important communication and news distribution tools for our club. To that end (and as I'm the editor) I might just add the odd comment about Facebook to this magazine Just to get you in the mood.

Firstly Facebook is not a "Dating App", neither is it a "What I had for my breakfast App" nor indeed a "Does my bum look big in this? App". Facebook is, pure and simple, a piece of technology that supports online Notice Boards. You can set up your own personal board. You can create a private board that you and a group of friends can use to share ideas and comments. You can secure EVERYTHING, SOME THINGS or NOTHING depending on your settings. Facebook is now used by many **hundreds** of car clubs around the world to host technical forums, tour and event planning, even buying, selling and wanted advertisements. Ask your grandchildren for a lesson!

Finally, and as always, I need your photos, articles and ideas to improve YOUR magazine. I look forward to hearing from you.

Stuart Battersby: battersby56@sky.com

- * **Chairman's Message:** Kevin Lord.
- * **Santa needs a ride!** Have you got an open 4-seater for a Christmas Parade?
- * **Can you guess what it is yet?** Recent photos from Caffeine and Classics at Smales Farm.
- * **Club Captain's Report:** Richard Lloyd.
- * **Focus on the Man:** Something a bit different as we check out a giant of the US Motor Industry.
- * **Upcoming Events:** Club runs and independent events.
- * **Workshop Updates:** Updates on our project vehicles.
- * **Snippets and Updates:** Latest news from the Morris team and some feedback on Oily Rag Restorations.
- * **Cape Reinga to Bluff:** A report from "Tourer Extraordinaire" Paul Collins.
- * **Committee Notes:** A brief synopsis of last month's NSVCC committee meeting.
- * **About Us:** Who's who and where's where.

*Cover Photo - Peter Lloyd's 1946
Mercury Sedan*

*Submit your photos to
battersby56@sky.com*



Chairman's Report

Kevin Lord

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Finally I've had my knee replacement and greatly appreciate all the well wishes while I'm out of action. Probably the worst part is not being able to drive for 4-6 weeks. (Luckily I have Marlene to drive me around).

I feel very thankful for a great committee who have helped me during this time.

The branch has purchased a better compressor. More suitable for our workshop needs. A big "Thank-you" to John Higham for picking up from Hamilton and delivering.

We also purchased at auction an excellent 4 post used hoist. Thanks to Clive Sandham and Neil Beckenham. This will be installed in the new shed and will also give us the use of our old hoist in the old shed to make our restorations easier.

Hope to be back on two legs and four wheels soon.

Happy Motoring. Kevin



The club brake tester gets some badly needed maintenance

Santa STILL needs a ride!

Urgent appeal

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Auckland Council are looking for a car or cars to help their Christmas events

We are STILL looking for a vintage vehicle for my Christmas events to drive Santa and Ms Claus (2 people) to the event site creating a classy and exciting entrance for the kids in the audience. Please see more details below.

Events

- Onehunga Christmas Lights at Jellicoe Park, Onehunga – Friday, 29th November 2019 at 7pm-8pm
- Carols on the Green at Vellenoweth Green, St Heliers – Sunday, 1st December 2019 at 5pm-6pm
- Puketapapa Christmas Event at Three Kings Reserve, Three Kings – Saturday, 7th December 2019 at 6pm-7pm

- Carols at Potters Park at Potters Park, Balmoral – Sunday, 8th December 2019 at 5pm-6pm

- Henderson Christmas Festival at Henderson Park, Henderson – Sunday, 15th December 2019 at 12pm-1pm

Activity

- Pickup Santa Claus and Ms Claus (2 people) near the event location
- Drive Santa Claus and Ms Claus to the event site and drop them off near the stage
- Staying for a short time (20-30 mins) for photo opportunity for kids

Vintage car white or red

- Cabrio (no top) is preferable
- 4 seater – driver (owner) plus 2 seats for Santa Claus and Ms Claus
- No presents

Payment: As mentioned on the phone, we could pay a rental fee to a registered organisation based on presenting an invoice. We are not in the position to pay cash or koha.

Angela Radosits | Event Organiser

Arts, Community and Events

Angela.Radosits@aucklandcouncil.govt.nz

Ph: 09 890 2332 | Extn (46) 2332

Mb: 021 827 326

Auckland Council

Level 6 South, Bledisloe Building, 24 Wellesley Street, Auckland



So if you want to help out then please get directly in touch with Angela ASAP....

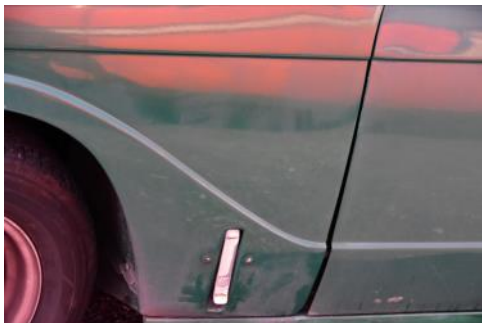
NB. You are personally responsible and liable for any losses or claims at these events.

Publication in this magazine is NOT a club endorsement of these events.

Can you guess what it is yet?

(A quick visit to Smales Farm Caffeine and Classics at the end of October gave me this tricky selection)

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Club Captain's Report

September 2019

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Our annual Spring Tour was organised, as usual, by Paul Collins but this time meeting up with his Cape Reinga to Bluff tour group and joining them for a few days. I am not sure how many people did the whole tour but six members from our branch took part in one leg. We did Mangere to Tokoroa and thoroughly enjoyed it. The weather wasn't the best and we got plenty of rain. Our first stop was at Terry Smith's place where we had morning tea. He has an interesting collection of vehicles. Our next stop was at Wakaretu for lunch. This was very nice with the lovely scenery around us. We carried on from here through Te Uku and the amazing wind farm. We then drove on to Raglan and found our motels after which we went to the wharf where we boarded the ferry which took us around the harbour. It was quite overcast and getting dark by this time which was a pity but nevertheless it was an interesting trip especially with the commentary from the skipper who gave us the history of the area.

On Sunday we travelled up to the Classic Car Museum in Hamilton and were joined by 500 motorbikes who were members of the Distinguished Gentlemen's Club. They were touring around raising money for Prostate Cancer Research. A car from Oamaru had starter motor problems so the lads from North Shore gave them the benefit of their expertise and push-started the car! The starter motor was replaced at the Waikato VVCC Parts shed and it carried on without further problems.

On Monday morning we went to Putaruru where we stopped at the Timber Museum which was opened up specially for us. It poured with rain but we made a run for it and found an interesting collection of various timbers and photographs. Then it was off home to Auckland after a most enjoyable weekend. Many thanks to Paul Collins who always produces a great tour.

Our branch was invited to take a few cars to the re-opening of the historic Clark Cottage in Monterey Park, Summerset Retirement Village, Hobsonville. The cottage is an ornate early 1900s Italian villa which has been restored. Five members took their vintage cars along and the residents were delighted to see us. It was a static display and the residents took time to chat to us and some of them were quite knowledgeable about the cars. We were treated to a light lunch which we all enjoyed. It was a very pleasant afternoon and everyone at Summerset was most appreciative. There were about a hundred people there and the Clark's grandson gave us a little history including how the cottage was built in 1909 by the owner using very large bricks.

The Club Run took us to the Puhoi Cheese Factory with 20 cars and 38 people, which was a great turnout. A good time was had by all who took part. Almost summer and the better weather so come on guys – get those cars rolling and enjoy the countryside.

Richard Lloyd, NSVCC Club Captain



*First stop on the Spring Tour at
Terry Smith's place in Tuakau*

Cover Car: Our 1948 Mercury

By Peter and Heather Lloyd

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While in my apprenticeship with John W. Andrew Ford, in Symonds Street, I bought, in 1965, a black 1946 Mercury: registration number BG4180. I owned this until I bought a 1960 Fairlane, but always wished I had never sold the Mercury.

Some years later, I was a field service mechanic for Auckland City Council, and while working on a tractor in the Auckland Domain, I spotted a green 1946 Mercury parked. So left a note on it which said, "Would you sell?". No reply, the same answer that I give now.

A couple of years later, a mate of mine who was a salesman at Schofield's Newmarket, rang me, knowing I had regretted selling my Mercury, and said "Have I got a deal for you". After work I went to Newmarket. I had \$10 in my wallet and used it as a deposit on the green Mercury, BK1408. It was owned by Peter Herdson, a professor at Auckland University. He had bought two new Holdens and trusted Schofields to sell the Mercury. But he had to meet and 'approve' the future owner before the sale was completed, which I did and passed muster.

So, in 1978 I became the proud owner of another 1946 Mercury.... Magic!!

With the car, came a grille, horn ring and diff, etc. When I asked where they had come from, Peter said he purchased them from a wrecker in Rosebank Road. They were off a black Mercury which had hit a lamp post in Warkworth. This was my old car, which I had also seen in the wreckers, with the number plate BG4180 on it. So bits of my old car had come home again.



Peter's first Mercury: Black 1946



The green Mercury on tour in 2000

It wasn't until maybe twenty years ago, while looking at some old photos, I noticed the similar number plates: "BG4180" and "BK1408". Weird eh?

We have owned the car for 41 years now and have travelled the whole of New Zealand, including the Dunedin rally, then the rest of the South Island with no major problems.

Over the years, I have serviced all the mechanicals, as you do and reupholstered the interior. Also fitting steel radial tyres. Other than that, it is a standard factory car. Built in Canada, assembled in Wellington and sold by John Andrew Ford Auckland where I served my apprenticeship. So I possibly saw the car when I was there without knowing it. The car was originally owned by Parkinsons Stonemasons in Auckland and has never lived further South than Pukekohe or North of Silverdale all its life. And has only done 181,000 miles.

Don't tell my Zodiac, which I have owned for fifty years, but the Mercury is probably my favourite.



The Mercury today.

Workshop Updates

A brief update on all the current workshop projects.
Achievements last month and plans for coming months.

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The Chev : Tony Sparkes: Not much progress this month. Sound damping finished to the floor of the cab. A fault has been become apparent in the light wiring. The mechanics of the team have had the head off of the fire engine motor to give it a service.

The Bedford AA Truck: Tony Sparkes: Further to last month's wildlife found in the Chevy steering box, we have a giant, soft, black slug living on the Bedford's wheel arch. Photo attached. Rumour has it, that it has now ossified. (*Ed: Ha, ha, ha! Just a minor difference of opinion between me and the hardener required for this super strong stainless steel enhanced filler*). Hardener issue fixed and now preparing repaired guards for prime then Black topcoat. Decision made to paint Radiator Cowling same as guards to reflect what seems to have been a period standard. Parts of the body may need a second coat of yellow as first coat hasn't covered well.

The Bus: Clive Sandham: The opening front driver's windows are now fitted and the painting mostly completed. Next task is fitting lino to the floors.

The BSA Van: Neil Beckenham: Dismantling is slowly progressing with most parts as they have been removed, being cleaned, reconditioned, repaired, painted and labelled to assist with reassembly. Further damage has been discovered from previous accidents:

- * fan mounting bracket is broken
- * steering box mounting broken and poorly repaired
- * accelerator pedal hinge mounting broken beyond repair
- * transmission selector broken
- * more serious chassis damage
- * repair brake backing plate bent
- * brake shoe retaining springs damaged
- * rear axle splines very worn

Progressing

- * The side and upper wheel wells being laminated and machined and ready for installation.
- * the front brake pivots have had new bushes made in bronze with new external 45 degree grease nipples and new brake rod pivots riveted onto the pivot points
- * the main brake pivoting shaft has had new bronze bushes made
- * new wing nuts adjusters have been made for the brake pivot shaft
- * a new steering arm with tapered holes for the ball joints has been expertly machined from the forging we had made previously.
- * the fuel tank has now had its holes leaded and is now painted.
- * the fuel tank mounting brackets are now ready for installation
- * the reserve fuel tap on the fuel tank is now reconditioned and working
- * the fuel sender - gauge unit is now repaired and new gaskets have been made



Long shiny black slug on the Bedford guard.



How many members does it take to replace a head gasket ??

Focus on the Marque: Nash Motors

This time focusing on the man behind the marque

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A special thanks here to club member Bruce Skinner who brought to my attention the **most amazing story of pure unbridled ambition and success**. Just to set the tone for this astounding story, I'm going to start with a summary of the business career of Charles W. Nash.

***Charles W Nash:** A man who, in the short space of nine years, has built up a business on which there is **not a dollar of bonded indebtedness**, whose stocks have a market value approximating **\$137,000,000**, whose profits have exceeded **\$56,000,000**, and whose bank balance tops **\$30,000,000**. Amazing for a man who started his working life as an abandoned 6 year old "Slave".*

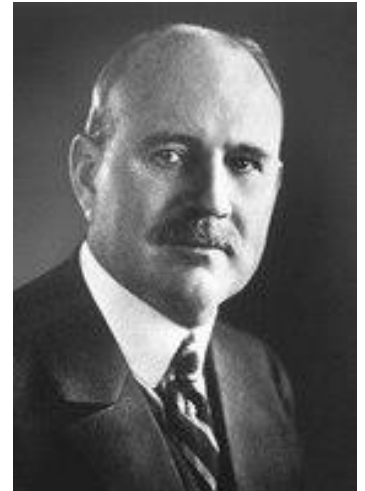
Charles Williams Nash (January 28, 1864 – June 6, 1948) was an American automobile entrepreneur. He played a major role in building up General Motors. In 1916, he bought Thomas B. Jeffery Company, makers of the popular Rambler automobile, renamed it Nash Motors, and played an independent role in an automobile industry increasingly dominated by the Big Three: General Motors, Ford, and Chrysler. His profits came from focusing on one well-designed car in the upper medium price range. He bought several distressed companies in Wisconsin, merging them and installing advanced managerial accounting procedures while cutting costs and focusing on long-term growth. He retired as president in 1932 but remained chairman of the board. His major acquisition was the merger in 1937 with the Kelvinator Company, which made refrigerators. During World War II, Nash-Kelvinator greatly expanded to manufacture aircraft engines and parts.

Early life: Nash was born to a poor farming family in Cortland, Illinois. Charles' parents separated when he was six years old and abandoned him. As a result of a court order, he worked as a farmhand in Michigan as an indentured servant under an agreement that was to last until he was 21. He had only three months of schooling per year while he was "bound out" to perform farm chores. At age 12, Nash ran away and became a farmhand, first in Grand Blanc, Michigan for \$8 per month, then for Alexander McFarland in Mount Morris, Michigan for \$12 per month. On McFarland's farm he learned the carpentry trade and formed the 'Adams & Nash' concern to press hay. While pressing hay on the Halleck farm, he met his future wife, Jessie Halleck, and married her on April 23, 1884. They moved to Flint, Michigan, due to Jessie's poor health, and in 1890 Nash was hired by William C. Durant of the Flint Road Cart Company, which later became the Durant-Dort Carriage Company.

Automobile industry: Durant hired Nash in 1890 for \$1 per day as an upholstery stuffer. Within six months, he was promoted to superintendent of the factory. Within 10 years, Nash became vice president and general manager of the Durant-Dort Carriage Company. Nash introduced the straight-line belt conveyor into the assembly of carriages. In 1897, Nash had a chance to drive an early automobile and immediately became interested in its commercial possibilities.

General Motors: By 1910, the chief business of Durant-Dort Carriage Company was building automobile bodies for the Buick unit of General Motors. Durant was president of the new General Motors Corporation, but found himself short of both capital and skilled management. Durant brought Nash to Buick to oversee production. Durant was not concerned that Nash did not have any automotive industry experience, his expertise was in dealing with people and how to organise an efficient production line. James J. Storrow followed the recommendation and appointed Nash as vice-president of Buick on 13 December 1910.

Nash was searching for an expert in day-to-day manufacturing operations so he could focus more on sales, supplier relations, and logistics. In 1912, Nash hired Walter P. Chrysler from the American Locomotive Company to be Buick's works manager. In late 1912, Durant was fired by the General Motors board and on November 19, Nash was elected as the fifth president of the company because he had earned the trust of the bankers who controlled the board of directors. Durant had acquired numerous automakers without analysing their contribution to the product mix and some like Elmore, Cartecar, Reliance Motor Truck and Welch Motor Cars, were money-losing operations that left the company so financially overextended that there was concern if it could even survive another five years.



Charles Nash

Under Nash's leadership, General Motors made immense gains in profits earned and in the number of vehicles produced. Nash focused on making GM a more efficient operation by getting rid of unprofitable products and streamlining manufacturing. Cost-cutting and higher sales were his top priorities. There was tight control of inventories and cash at the corporate level as well as changes designed to maximize production at each factory. Nash had restored GM to organisational stability and financial health. Profitability was restored with 1914 results at \$7.2 million and doubling for 1915 as well as again doubling for 1916 with the automaker taking in nearly \$29 million.

His strategy of consolidating into large units paid off: he combined three different truck operations into one and merged several parts-making operations. Keen on building up an international market, he set up the General Motors Export Company to handle international sales. He also moved GM's general offices from New York to Detroit, created a new purchasing office, and set up a new accounting office with standardized accounting procedures. However, Nash was reluctant to pay dividends to shareholders.

By late 1915 and early 1916, Billy Durant attempted to reassert his control over the company and Nash was caught in the power struggle between Durant and bankers. By May 1916, Durant regained control of the majority of voting stock. He offered Nash a \$1 million annual salary to remain with the automaker. Nash described the salary as "more than a man's worth" and resigned on June 1 !! *(Ed: What a great reason to resign!)*

Nash Motors: After his clash with Durant, Nash resolved never again to work for someone else. Along with former GM executives, James J. Storrow and Walter P. Chrysler, Nash attempted to take over Packard, but the luxury car maker's board of directors demurred.

Nash learned that the heirs of the Jeffery Motor Company of Kenosha, Wisconsin, were anxious to retire. It was best known for its **Rambler** brand of cars and numerous innovations. Nash bought out the pioneering automaker in August 1916 with a down payment cheque of half million US dollars and the total deal worth at least \$5 million. While Jeffery Motors had total stock of \$3 million, the newly incorporated Nash Motors became a major force with a capital stock of almost \$24 million on 29 July 1916.

In 1917, he renamed the company Nash Motors. The 1917 Nash Model 671 was the first automobile to bear the name of the new company's founder. Nils Erik Wahlberg, a former GM engineer, developed new cars and engines for the 1918 model year. Nash Motors became successful almost immediately, with sales totalling 31,008 trucks and cars by 1919.

Nash was able to negotiate procurement contracts with the United States Army during World War I that made the company one of the largest producers of trucks in the nation. In 1918, Nash was appointed to take charge of engineering and production of aircraft matters for the war effort. In addition to running his own company, Charles Nash also served as president of the luxury automaker La Fayette Motors until Nash Motors bought out the company in 1924.

By 1929, the Big Three automakers (GM, Ford, and Chrysler) controlled 75 percent of the automobile market. Nash Motors was in fourth place producing 138,000 vehicles in 1928.

Nash focused on producing one high-quality automobile for the upper medium price range, later adding a smaller, less expensive model, the Ajax. Nash realized he could never compete with the market diversity of the Big Three, so he based his profits on careful management, close attention to costs, and opportunities for expansion. Nash was a hands-on executive, who concentrated on developing more efficient purchasing and setting up accounting procedures that would specify the source of costs and profits.

During the Great Depression the Nash cars were popular, providing high quality, durability, and the look of luxury at a relatively low price. The company also saw opportunity in the luxury car market segment and introduced the top-of-the-line Ambassador range. Nash gave up the presidency in 1932, but remained board chairman.

Nash wanted George W. Mason as his executive vice president and to have Mason he had to buy Kelvinator a leading manufacturer of refrigerators. After twenty years of success in running his company, Nash turned it over in 1937 and the merged company was renamed

Upcoming Events:

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November 2019:

November 24: Ladies Day Club Run: BYO Lunch to eat at the clubrooms, prior to a 12.30 departure to visit TWO magnificent gardens. Cup of tea provided at the second garden. Clubhouse opens at 11.30.

November 20: Auckland VCC Midweek Run: Starts from the Drury Service Centre, on the Southern Motorway. 10-00 am for a 10-30 am departure. A 40 mile run BYO everything, we are going to visit somewhere completely new to us, an amazing eclectic collection of.... you name it.

November 24: Caffeine and Classics: Smales Farm: 9-12.

December 2019:

December 11: Auckland VCC Midweek Run: (*Note, A week earlier than usual, it's Christmas*). Starts from The Warehouse car-park at Westgate. 10-00am for a 10-30am departure. Jack will be taking us to Wenderholm for our annual picnic run. BYO everything. BBQ's available.

December 15: Club Run: A Mystery Run/Poker similar to 2018 is planned. Again details to be confirmed shortly.

December 29: Caffeine and Classics at Smales Farm: 9-12

January: 2020:

January 19: Club Run: tba

January 26: Caffeine and Classics: Smales Farm 9-12

Regular weekly timetable

- 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 at 10.30.

Longer term dates for your diary

- **February 13-16:** Brits at the Beach, Whangamata
- **February 20-23:** Art Deco Weekend Napier
- **March 1:** Brits and Euros Show, Lloyd Elsmore Park, Pakuranga
- **2020 National Easter Rally:** See advertisement elsewhere in this edition. Organised by Horewhenua Branch, Levin. Expressions of interest required ASAP michael@gaffanay.com or 04-905-2402



Puhoi Cheese Factory Run: Bruce Picher hunts down Tony Sparks at Hatfields Beach

NATIONAL NORTH ISLAND EASTER RALLY



10-13 April 2020

We invite you to come to Levin, the heart of the Horowhenua Branch for a Fun-tastic Rally!

Featuring a scenic route on our quiet rural roads. An option for an evening out without driving, to World-Class Southwards Museum for dinner and Wurlitzer Organ recital.

vero

A Gymkhana Sunday afternoon followed by a prize giving dinner. Period dress optional for both evenings.



Contact: Michael Gaffaney
michael@gaffaney.com Tel: 04 905-2402

Morris 8 Brakes (By our Morris systems engineering team)

The Club Morris is back on the road and warranted, passed with very favourable comments from the testing inspector. As mentioned in the last article the reason for the brake push rod not lining up with the master cylinder was unclear at the time of writing, it was found the brake pedal lower arm was damaged.

A photo of the old brake pedal (bottom) and the replacement one (top) shows the old one was bent on the lower end. Once the replacement was fitted and the push rod repaired, ease of pedal travel and braking was much improved. Thanks to Arnold van Zon for the very professional remanufacture of the push rod.



Note the bend in the old (underneath) brake pedal. Someone must have been on a 'White Knuckle' journey if they needed to stamp on the brakes that hard!!

Oily Rag Restorations

The article in last month's magazine on Mike Swanton's Vauxhall seems to have struck a chord with a number of our readers. Clive Blunden from the North Otago Branch, emailed to say how popular Oily Rag Restorations were in the UK and confirmed the rationale behind the movement is that like valuable antiques, a little wear, patina and surface rust is a NECESSARY feature of a "Proper" vintage/classic car.

Closer to home, Ray Urbahn wrote to tell us of his son-in-law's Ford Model A soft-top ute and how he is trying to suggest that the vehicle should become an 'Oily-Rag' restoration. I must admit that I can see Ray's point. The photo, right, shows what in my view is an original working ute and that any attempt to respray and polish would probably be to the detriment of the truck.



Respray or Oily-Rag?

What would you do??

Finally it's my current understanding that when work eventually gets underway on the Wolseley that we'll be going down the "Oily-Rag" route.

Cape Reinga to Bluff

Tour Report by Paul Collins

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Stage 1

The Tour began in Kaitaia on **Tuesday** 24th September, with 9 cars (16 people) meeting up at the motel in the afternoon, prior to travelling to the Mathews Vintage Museum, then to the Far North Branch clubrooms for dinner. The next morning we were joined by some local VCC members and travelled to Cape Reinga to see the Lighthouse. We managed to line up the vehicles for a few photos, before returning to Kaitaia for the night.

Thursday morning saw us head off via Herekino, to Kohukohu, crossing on the ferry to Rawene, then on to Opononi for lunch, before continuing on through Waipoua Forest to Dargaville for the night. A visit to the Kaipara Vintage Machinery Club, followed by dinner with them, rounded off the day's travels.

Friday commenced with a drive through Ruawai, to the Matakahe Museum, and lunch, before continuing down through Rodney district, to arrive at NSVCC for afternoon tea and a visit to the sheds to view the restorations in progress. From here we travelled to our motel at Mangere. Dinner was with the Auckland VVCC.

On the **Saturday** morning we were joined by an additional 8 Vehicles (15 people) who were taking part in the North Shore Branch Spring Tour. We travelled to Tuakau to look at a private car collection, then on through Onewhero to the Nikau Café for lunch, before continuing to Raglan for the night. A harbour cruise, followed by dinner at the Raglan club, rounded off the day's travel and was enjoyed by all.

Sunday morning saw us head into Hamilton, via Old Mountain Rd, to visit the Hamilton Classics Car Museum, before travelling on to the Waikato VVCC club rooms at Cambridge for lunch. From here we travelled via back roads to visit the Tirau Museum, before continuing on to Tokoroa for the night.

Monday morning visits, organised by the South Waikato VCC, were to a private Truck Museum at Putaruru, then to the Timber Museum, which had opened specially for us. South Waikato branch put on a BBQ lunch for us. Afterwards we travelled via Mangakino and Whakamaru to Taupo for our over night stop. Dinner tonight was hosted by the Taupo Branch VCC at their clubrooms.

Stage 2

Tuesday morning took us via Whakamaru to the Pureora State Forest, then on to Bennydale for a lunch stop. We then continued on to Waimiha and Ongarue to Taumarunui for our nights stop, with dinner at the RSA.

Wednesday morning's travel took us down the Forgotten World Highway to Whangamomona Hotel for lunch, then on to Stratford for the night.

On **Thursday** we drove to Hawera for a look around and lunch. (Sadly the Tawhiti Museum was not open until Friday). After lunch we travelled North-West a few kms to visit a private collection of Studebaker cars, and a selection of motorcycles.

From here we drove to Whanganui for the night. Dinner was at the Whanganui Branch clubrooms. Next morning we visited Bruce Ardell's workshop at Fordell, then into town for lunch. After lunch we visited the late Ed Boyd's Auto barn (a collection of vehicles, with many other items of toys and memorabilia). We were then escorted up to Ian Chamberlain's workshop where we were awed by the amazing mechanical skills he has and some of his creative workmanship.

Saturday morning saw one entrant say goodbye to the Tour and depart for home.



Cape Reinga and the official start



Rest stop on the Forgotten World Highway

Cape Reinga to Bluff *(continued)*

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The rest of us departed Whanganui to head to Fielding to go to the Manawatu swap meet for the morning. We stopped at a café for lunch, on the way south to visit the Southward Museum at Paraparaumu, then onward to Wellington for the night. Dinner this evening was at the Wellington VCC clubrooms. **Sunday** morning and an early rise, to catch the Bluebridge Ferry to Picton.

Stage 3

We drove to Blenheim to our motel and met up with 2 new entrants for the Tour. The afternoon was a time to relax and enjoy some social time after the early start. Dinner was at the Marlborough Branch of the VCC at Brayslaw Park.

Monday was a free day for people to explore Blenheim, visit Peter Jackson's Aircraft Museum at Omaka, or visit one of the many wineries in the area.

Tuesday saw some head off through the Nelson Lakes area and on to Richmond for the night, with dinner at the Nelson Branch VCC. The rest (4 cars) headed for the Molesworth station, stopping for lunch at the entrance gates, then away on our journey through the Molesworth on Archeron Road. Sunny, dry and a little dusty, it was a very scenic route, taking us through some very isolated countryside. When we reached the end of the Molesworth Station road we discovered the chain across the exit bridge. No Cell phone coverage. We could not get out. Managing to lift the chain up, the little Wolseley 1300 just squeezed under, and Brian & Rob departed for Hanmer to make some phone calls for help. 2 1/2 hours later the Farm Manager arrived and unlocked the chain. Doc should have given us the key when I collected the permit for travelling the Molesworth. We then continued to Hanmer.



Lunch at the start of the Molesworth Station Road

Wednesday morning was grey and drizzle began soon after. Travelling via Lewis pass, and the rain only got worse and worse. On arrival at Reefton we met up with the others from Nelson who had travelled via Murchison. Lunch, then on through easing rain we travelled towards Greymouth, crossing the Grey River at Ikamatua to visit the Pike River Mine memorial, then on into Greymouth. We joined with members of the West Coast branch for dinner at a local hotel restaurant that night.

Thursday morning -still raining- we headed for Shanty Town to visit West Coast branch club rooms, and then morning tea at the local café, before continuing over Arthur's Pass, stopping for lunch along the way. As we neared Christchurch the rain cleared and we made our way to our accommodation for the next few nights.

Friday morning we were met at our motel by one of the Christchurch branch members, and given passes for the swap meet and directed to our priority parking in the display area. I did a lot of walking, and found a few treasures.

Back again the next morning, for more looking around, departing the swap meet around 4.30 pm and went to dinner at the Papanui working men's club.

Stage 4

Sunday saw us depart the motel to head to Ferrymead for a visit, then on to Lyttelton and then to Akaroa. Afterwards we continued across country roads to arrive in Ashburton for the night. A visit to the Ashburton VCC club rooms, with a look through their branch museum before dinner.

Monday morning saw a change to the tour, with a visit to the Ashburton Aircraft Museum, who opened up especially for us (organised by one of the local VCC members the evening before, while at the dinner) and was well worth the visit. From here we travelled to Geraldine to visit the Vintage Car and Machinery Museum: Wow what a collection! Then inland to see the Richard Pearse memorial, before continuing on to Pleasant Point to see a small car collection. We travelled from here to Timaru to the South Canterbury VCC Club rooms for lunch, then onward to Waimate VCC for afternoon tea. The route took us on to Kurow and back into Oamaru via Duntroon to our motel. Tonight, for dinner, we joined the entrants of the Prince Henry Tour, who were making their way to Timaru for the National Veteran Rally being held on the week end ahead.

Cape Reinga to Bluff (continued)

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The **Tuesday** route took us through the Victorian Precinct of Oamaru, before heading south via the coast until turning inland, back onto S/H 1 where we travelled to Palmerston, heading inland past the Macraes Mine and viewing Frasers Pit (A massive open cast gold mine). From here we travelled to Middelmarsh and Taieri to our motel in Dunedin.

Wednesday morning was a chance for some to ride the Taieri Gorge Railway, returning after lunch and doing some side trips to other places of interest. Dinner tonight was at the Otago branch club rooms and was again another great feed.

Thursday's journey took us through the Octagon to follow the Dunedin to Brighton veteran car route and on to Taieri River mouth. Following instructions brought us out at Waihola, then on to Balclutha, where we visited the South Otago branch club for morning tea. From here the route took us to Gore and the Gore branch club rooms for lunch, and then to Invercargill to our motel.

We had decided to have a happy hour/come pot luck dinner that evening, but as it was still too early the suggestion was made to visit Bluff today (instead of tomorrow) leaving the day free to visit the museums. So off we went to Bluff, getting people to shift vehicles so we could all line up in front of the sign post for a photo of the cars and tour entrants, then back to the motel for our meal.

Friday We all headed out to visit the Truck museum, the Motorcycle Mecca, and the Hayes Hardware store (Burt Monroe Motor cycle and memorabilia). I did a little visiting too. The final dinner was held at the Southland branch clubrooms that evening.

Next morning we all said our farewells and began the journey home.

What a fantastic Tour we all had. **15 entries, 32 people, 25 days, 22 branches** visited, and so many fantastic meals. Only a couple of minor breakdowns, and these were easily sorted along the way..

The Tour covered approximately **3775Kms** (plus getting back home again).

A big thank you to all involved, entrants, branches and helpers who helped to make it such a great event.



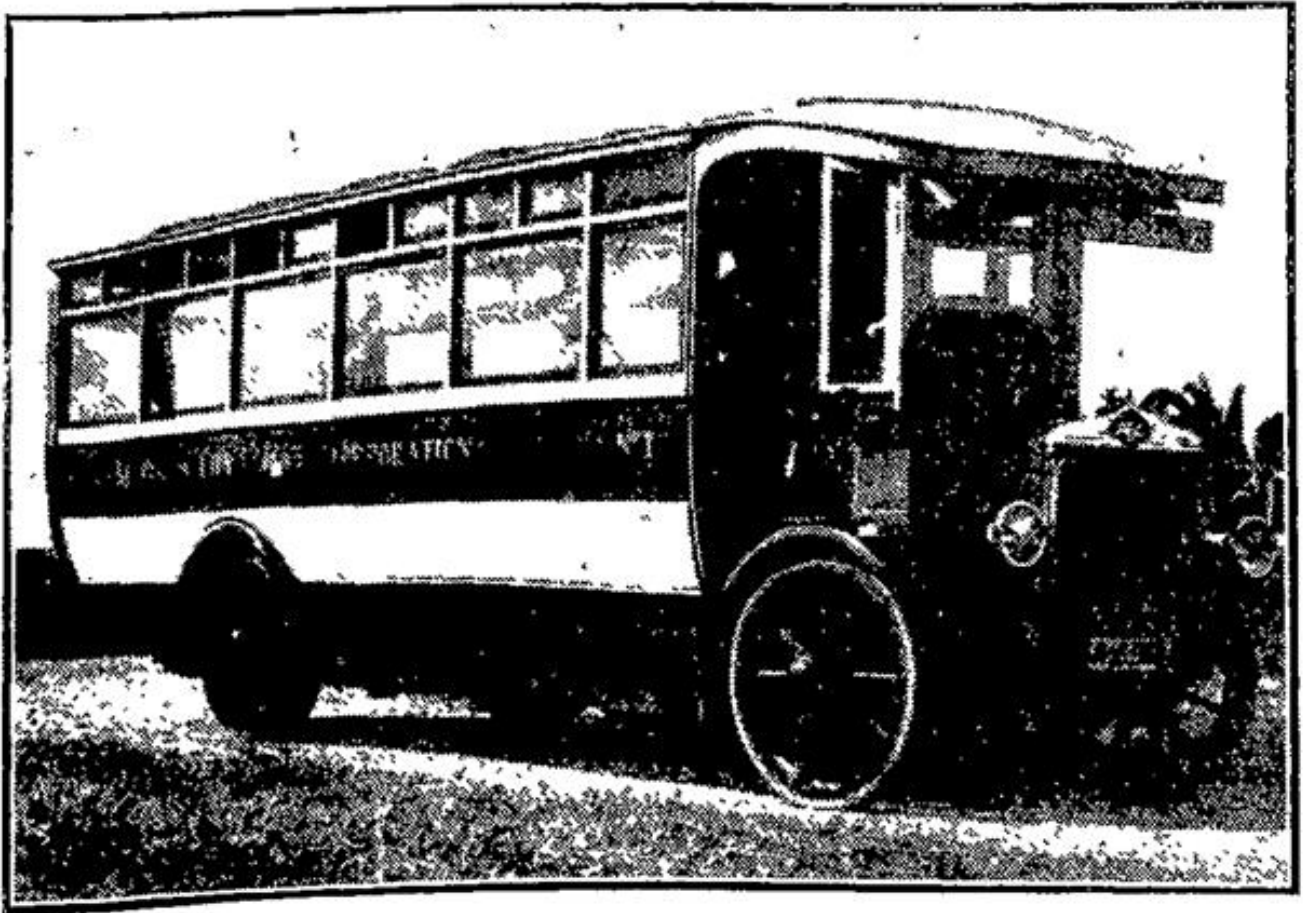
Bluff!! We did it! 3775 Kms, 25 Days and 22 VCC branches visited. Congratulations to all.

Under Clive's Mattress

Clive Sandham has been counting his cash again and there, under the mattress he found an old newspaper. Do you recognise the bus?

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THE FIRST MUNICIPAL MOTOR BUS.



The first of the City Council's fleet of motor buses took the road yesterday, running from Parnell Park, via Gladstone Road and St. Stephen's Avenue to Lower Queen Street. The bus is a fine model, built at a cost of £1400, and it will be followed at intervals by nine others on various routes and extensions.

Tony Sparks' stunning Daimler V8 photographed at Hatfields Beach on the way to The Puhoi Cheese Factory.

Interestingly those attendees who valued getting first in the queue for lunch, and drove up the motorway, missed the opportunity to have some high quality images of their car in action.



Caught at Hatfields Beach

More photos of club members who followed the route instructions:



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You wait for ages for a V8 and then two come along together!

Ray Urbahn's Daimler V8 also captured at Hatfields Beach

*Apologies here: I'm afraid that I don't know who's car this is? It's a De Soto I believe and apart from the nasty motor bike trying to jump into the rear seat it looked a gorgeous stately drive. Please get in touch if its yours.
battersby56@sky.com*



Bruce Pitcher and his glorious Ford V8 driving through Hatfields Beach. The finish, styling and interior of this car are just fabulous so well done Bruce!

(Engine seemed a bit flat against my MG though!!)

“Necessity is the Mother of Invention”

The saga of the BSA steering arm

Clive Sandham writes.....

We uncovered considerable damage to the steering when dismantling the BSA. We were told the van had been in an accident with a tree—(and the tree had won!)

The drag link was brazed to an angle iron and the passenger-side steering arm was broken and brazed together with a great blob of brazing.

Searching the web for spare parts was fruitless as we have now found that only 700 of this model were ever made.

The options were casting a new one but pricy, but then we found a blacksmith that forges them for LH/RH drive conversions. Very much cheaper option.



As delivered from the blacksmith



Two hours of grinding to produce this.

When we received it was just a roughly forged piece of high tensile rod hammered to flatten the ends. I set to work with a 9" disc grinder and shaped it for 2 hours!

Using the good other side as a pattern, drilled the holes and marked out the tapered hole positions.

As the tapers were non standard I was left with the problem of how to get the tapers into the arm. In an early morning spark, I thought of taper turning in the lathe. “Easy!” I thought..... I set about taper turning a sample to get the compound side at the correct angle.

Using a 4-jaw chuck I just managed to get it to swing but the next problem was such a small boring bar needed to be 150 mm longer to reach the hole past the crank of the arm.



“Necessity is the Mother of Invention”

The saga of the BSA steering arm (continued)

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Calling on my grey hairs for an answer I came up with a homemade long reach small boring bar.



After much perseverance the BSA now has an arm 100 times stronger than the original. Ready for painting



NOTES OF COMMITTEE MEETING 29 October 2019

New Members: Peter Flannery

Hibiscus Photographic Club paid a visit to the Clubrooms recently and we can expect some professional photos in the near future.

New Shed – The New shed is near completion with the floor to be sealed and a couple of issues to be attended to prior to Code of Compliance being issued by Auckland Council. It is proposed to connect electricity to an electrical board only at this stage. The financial situation is still to be finalised.

National Tour Report – Paul Collins read a report of the recently completed National Tour. A vote of thanks from the Chairman for the efforts put in by Paul to achieve a successful tour with visits to many of the branches. *(Ed: Paul's report is included in this edition of Progress)*

BSA Restoration – Vehicle in its original state only had one seat however Neil Beckenham suggested a minor alteration to include an additional seat. The chassis is badly bent and there is an opportunity to place it on a proper chassis straightener which was approved.

Futures Programme - Stuart Battersby suggested a 'futures' programme and will make a presentation at the next committee meeting. In essence there is a need for the Club to consider the future needs, promotion and recruitment of new members.



Thanks to Tony Sparkes for this photo of Vladimir Lenin's personal Rolls Royce.

It seems that all old communists were equal, but some were more equal than others!

About Us

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Club Address: 40 Masons Rd, Albany, 0632

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

Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wed from 7.30pm

Restoration Shed: Every Tuesday & Thursday mornings 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: H00300144 (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:

John Tombs 09-478-5677 or 027-378-5590

Clive Sandham 09-486-6047 or 021-903-548

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

Michael Dorbeck 09 415 8339 or 021 998 755

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