



Progress:

The Monthly Journal of the North Shore Vintage and Classic Car Club April 2026

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Chairperson's Report- John Higham



Hello Members,

I have several books and commentaries by (and about) the late Sir Winston Churchill, famous, amongst many and varied lifetime twists and turns in his eventful life, as the World War 2 leader of Great Britain. Following the bombing of the London House of Commons during the Blitz, he made a speech on 28 October 1943 on the pros and cons of its reconstruction, and the form it would take.

In that speech he said "*First we shape our buildings, and thereafter they shape us*". It highlights the reciprocal relationship between humans and their built environment. He argued that while we design spaces, those spaces subsequently mould our behaviours, social interactions, and democratic processes. He emphasised that the building's specific, intimate design enforced British democratic traditions, and that architecture, city planning, and interior design are never neutral. They directly influence our habits, psychology, and productivity.

Beyond architecture, the concept now extends to how we create technology or systems, which in turn shape human behaviour.

Now, I think there is a correlation in the foregoing to the formal constitutions of both the national *Vintage Car Club of New Zealand* (VCCNZ) and the *North Shore Branch of the Vintage Car Club of New Zealand* (NSVCCC). With all the good intentions of establishing the architecture of each of those constitutions, a formal framework has been set in place as to how the two respective incorporated societies operate and are run. These constitutions hereafter "shape us".

Here are two examples of the immediate effects that must be addressed within the next few months.

On the national front, the VCCNZ requires *Regional Representatives* to be elected, in our case to represent the six upper North Island Branches. But so far there are no takers for who that person might be.

On our Branch front, the NSVCCC requires that the Chair may only be elected on an annual basis for three consecutive one year terms, and that ordinary committee members can only be elected annually for a maximum of two six year terms. Added to that some committee members will be standing down for personal considerations.

It is all very well to have these, mostly limiting, provisions for orderly conduct of the Club and Branch, but they have to work! And they will only work if members step up and make themselves available for these roles.

So I repeat my plea to Branch members to consider standing for such a positions. John Higham

NOTES OF COMMITTEE MEETING

30th March 2026



New Members: Stephen Barnett – Transfer from Auckland Branch
Keith Aves

Notes: Hibiscus Coast Motor Club - Use of our premises for an event next month. They will primarily be using the lower ground grass area and access to the toilets inside the club rooms.

Beaded Wheels Straw-Poll/Survey – A simple survey of membership views on Beaded Wheels was taken at a recent Thursday Smoko. The outcomes will be published in the next edition of Progress.

By Laws – addition of Joining Fee – It was moved that should also refer our Joining Fee as an “Amenity Charge”. This charge reflects the benefit of our comprehensive services and amenities offered to members. Many branches charge for amenities that we offer free of charge. A comprehensive list of amenities provided by the Branch is published on the “Join-Us” page of our website.

Daffodil Day 23 August 2026 – The format of Daffodil Day was discussed, and it is now being held in conjunction with Ford NZ. Ford is holding a dealer meeting in Christchurch in mid-April and will know more detail in late April. We maybe need to investigate a new location in Warkworth. There is a large car park near the QBE Stadium. Maybe we operate alone or combined by Warkworth/Wellsford and Waitemata.

Kitchen staff – We are currently looking for new members prepared to take over the kitchen duties for Thursday mornings. The role has grown considerably since the days when only 20-25 members attended. It is envisaged that a roster system could be used with someone being overall in control. We expect that all Thursday Smoko attendees will be rostered to help perhaps a few times a year.

New Committee members – We have mandatory time limits on how long members can stay on the committee. Still little interest from the members although a couple of names as possibilities were mentioned

Open Day - Price of petrol effects? The committee is mindful of the possibility of petrol shortages and the cost of fuel. The Open DRegional Reps – No further meeting planned at this stage. No response from our members. Auckland Branch magazine continues to push it. We need to do likewise.

Roof repair - Final measure up next week

Water leak wall repair - Leak fixed, and final repairs are underway for the section of the wall which was removed.

AED due for a service - \$140.00 plus GST. Approved

NOTES OF COMMITTEE MEETING

30th March 2026-continued



Club Marquee with logo – The committee is looking at purchasing a Club Marquee incorporating naming and logos, like those used by other single brand clubs..

MacAlister radio – Ross, MacAlister Radios who radio converts old radios into modern radios. Ross is willing to come along any Wednesday night to talk to members.

Vero Relay Challenge – Maybe use a Relay Challenge similar as took place at the Vero Rally instead of gymkhana at the Christmas Break up.

Suggestion Box – Maybe organise a run in May maximum of 100 miles and an overnight stay so vintage cars can go.

Long Service Awards – Need nominations for 25, 35, 50 and 60 year badges for presentation at the AGM. Request to go out via Progress.ay will proceed as planned. Future club runs may need to be shortened.

Regional Reps – No further meeting planned at this stage. No response from our members. Auckland Branch magazine continues to push it. We need to do likewise.

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Long Service Awards – Need nominations for 25, 35, 50 and 60 year badges for presentation at the AGM. Request to go out via Progress.

Best sausage rolls in the Southern Hemisphere: At Risk!!

Can you help?



After SIX tremendous years where Thursday morning attendance has risen from around 20 to over 60, Mike Garner and Jim Masson are taking a well-earned break and retiring from organising our Tuesday and Thursday morning Coffee/Smoko Sessions.

Our plan is to replace the individual the individual efforts of Mike and Jim with a roster of members such that everyone might only need to be involved infrequently. We have a potential volunteer to manage the full rostering system and help individuals find their feet.

Our 'Smoko' meetings are perhaps our most successful and well attended events and as a rule we now cater for around 20 folks on Tuesdays and 60 on Thursdays.

We are **not** looking for volunteers here, rather we are **expecting** regular attendees of our Tuesday and Thursday sessions to be prepared to help at least two or three times a year. This isn't rocket science, we can all qualified to play a role here. We expect that new members and even our 50 year stalwarts, will take a turn to fill the dish washer, load the oven, clear the plates, slice the cake and set the plates on the tables.

Over the next few weeks we will be collecting names of regular attendees who can occasionally help to keep our most popular events going. It doesn't matter if you normally work in the Spares Shed, Mow the Lawns, Fix Engines, Fabricate Metal or just call in for a natter, we are expecting your help 2 or 3 times a year. Perhaps over time we might find a smaller group who will be happy to be regular helpers but in the short term the responsibility of carrying on from Mike and Jim's excellent efforts will fall on the shoulders of all our regular attendees.



Many hands make light work We are all on the kitchen team now...

North Shore VVCC Club Captains Report – March 2026



Coming Club Events

~~**12th April (Sunday) 9.30am – 3.00pm** Our annual Car Show including invited car clubs with the same format as previous . A flyer has been sent out with all the information.~~

~~**We want as many Club members as possible to attend with their appropriate vehicle and we need helpers on the day to assist with parking.**~~ **CANCELLED**

19th April – Posh Picnic at beautiful Matakatia Bay , Whangaparoa. Meet at Silverdale Bus Station Carpark at 10.00am for a 10.30am start. All welcome and you don't need to do posh If you don't wish but there is an award for the best presentation. Should the weather be adverse it will not proceed. A flyer will be sent out.

24th May (Sunday) – Club run on the North Shore with a fun competitive element.

10th June (Wednesday) – Club AGM

23rd August (Sunday) Daffodil Rally for Cancer 2026

Other Events

12th April - Auckland VCC Autumn Tour (same date as our Car Show)

19th April 10am – 2pm Hibiscus Coast Motor Club will be using our Club facilities for a motorkana . John Castle will open and close the Club. NSVCC club members are welcome to join in the activities.

Club Members workshop bay and hoist is available, use white board by the hoist to book.

The workshop bay for members use is handy for a short term stay to do repairs.

Remember the Morris 8 and Chevrolet are available for club members use.

From the Editor-nice and brief. Thanks to all who have contributed to this copy of the Progress magazine. Special Thanks to RNZ and Hot Rodder magazine for allowing reprints of their items.

Always after contribution on anything of interest to our Club. No matter how small . If you discovered how to do something, share it or a new way of doing it even if just scribbled on paper and given to me. The more stuff the easier my job.

Lloyd Elsmore Brit and Euro Car

Progress
April



The Prime Minister, Chris Luxon, attended the Lloyd Elsmore Brit and Euro Car Show on Sunday. As he wandered around, he stopped by to talk to me about my car and also the Riley Elves he'd owned over the years. He had a 62 and now has a 66 that he keeps in storage. He admired the Cooper S and we chatted for a few minutes before he asked to take a selfie.



Green MG Owner Ray Urbahn



'72 MGB-GT Owner Stuart Battersby

Just a big thank you to all of you that came along yesterday. I think we had a stunning array of vehicles (listed below) that were all presented in fabulous condition. That's probably one of the best turnouts we have had at this show.

Personally, I three members of the MG Owners Club asked me if I were a member of that club and if not why? My response was to point out all your cars and ask why I should join a single marque club when I have all these friends and colleagues around me with this array of wonderful cars each with their own story and background. Did any of you get similar approaches?

Finally, apologies to John Deacon..... We all cleared off and left his Morrie standing on its own! Thanks again all.-Stuart Battersby

Lloyd Elsmore Brit and Euro Car

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Rolls Royce Owner Chris Field



Time to relax



Rover P6 V8 Owner Gerald Miller



Morris Minor Convertible Owner John Deacon



E-Type Jaguar Owner Andrew Lunt



Alfa Romeo Owner Mike Goldthorpe

Also present were: Fiat 850 Owner Jim Masson, MGB Sports Owner Ray Urbahn, Morris 8 Owner NSVCC, Driven by Richard Bampton, Jaguar XJS Owner Sandy MacInnes, Lotus Elan+2 Owner David Street

Club Run for Picnic at Muriwai



Vintage Car Rally, we weren't sure how many folk would come on our club run to Muriwai - well, we needn't have worried!!! We added up to about 20+ people and over 11 cars, taking a very pleasant trip out to Muriwai beach on a beautiful Sunday morning. Apart from the speed restrictions on most of the roads, the drive was easy - no hurry, no competition and easy directions.

Upon our arrival Russell Ness was waiting with the gazebo up and we were right beside an electric barbecue - wasn't it smart of Russell to bring the buns, bacon and eggs to make a few bacon and egg buns for us to chomp on!! Having the gazebo was a godsend for those who didn't want to sit in the sun and there was plenty of chat amongst us all.



After an hour or so most of us went for a wander over the sand dunes and onto the black sandy beach - along with a small portion of Aucklanders! There were heaps of swimmers, boogie boarders and surfers in the water enjoying the fabulous waves - including our own Russell (see photo). The weather was perfect for a picnic lunch which everyone enjoyed and it was really great to catch up with club members we don't always chat to on club runs. A perfect day, but we must give the odd thought to our lot in Nelson, some of whom have had their ferry sailing cancelled and don't know when they'll

get back to Wellington!!! We had a lovely day though!!! -Barb Stubbs

Club Run for Picnic at Muriwai- More Photos

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North Shore Vintage Car Club

Open Day and Car Show

Sunday 12th April from 0930 pm



"At our Committee Meeting held on Monday night (30/03/26) it was agreed that we will continue to hold the Club Open Day and Car Show on Sunday 12th April 2026. See attached Flyer

It was considered as this was a local club-based event there was not a requirement for club members and invited Car clubs to use an excessive amount of fuel for their vehicles.

We want all Club Members who are able, to support this event bringing their vehicles and to assist with parking, workshop, parts shed, storage shed duties on the day all of which are not onerous. Please contact John Castle 021957032 if you are willing to assist.

Other club runs scheduled for the next few months will remain in place, but we will monitor the Fuel Situation going forward and advise of any cancellations in advance."

Thank You ,John Castle, Club Captain.Put the date in your Calendar. Polish up your Pride & Joy. Drive it to the Club Rooms so we and the public can admire. Family and Friends most welcome. The more the merrier.See advertisement below

Cancelled

North Shore Vintage Car Club
Open Day and Car Show
SUNDAY 12 April 2026 Gates open 9.30 – 3.00

All members of VCC Branches, Single Marque, Hot-Rod Clubs and Individual Entrants are cordially invited to join us for:

- Car Show, Coffee Cart, Music!
- BSA Van: Only one surviving in the world!
- Tours of the restoration and storage sheds
- Parts Shed open
- Stunning 1923 Devonport Bus on display
- Sausage Sizzle
- Prizes

40, Masons Road, Albany.
Just turn up in your classic vehicle any time on Sunday 12th April 2026
www.northshorevcc.com

The flyer features several images of vintage cars: a white classic car in the top left, a red classic car in the top right, a maroon classic car in the bottom left, and a white classic car in the bottom right. The background of the flyer is a collage of various vintage cars.



Delegate's Report from Richard Bampton



1. John White, Horowhenua Branch, proposed that should any 3 Regional Representatives request a weighted vote it must be granted. After discussion this was amended to any 4 RRs. Passed, 23 – 13. Noted entire Management Committee voted against.
2. How the various positions on the National Committee would be phased to cater for rolling 3 year terms and ensure continuity, was presented. It appeared that 3 RRs had been 'appointed', all of whom are existing Management Committee members. The President quoted clause 7.7 as justification. However closer examination of clause 7.7 revealed that it did not give such authority, and those positions will now be elected, as they should be. The phasing was accepted. Interesting that Upper North Island is ahead of the game – none of the other regional have started talking to each other.
3. Cancer Society Presentation: currently 1 in 3 of population are affected by cancer, rapidly moving to 1 in 2. for community support, including accommodation. Locally raised money is used locally for: local lodges providing free accommodation for those who have difficulty accessing treatment, transport for treatment, cancer nurses to support patients and families, (up to 5 years of support) advocacy – lobbying government, medicine, screening, research – leading to the elimination of some cancers. Ford Dealers enthusiasm is variable – start talking now. The approach is 'This is what we can do for you.' Karen Smyllie will visit with Road Show if asked. Did we receive the questionnaire?
4. Manawatu Branch will host the 2027 National Easter Rally.
5. North Shore Notices of Motion. There is considerable 'Constitution Fatigue'. Mood definitely for delaying any changes now. Have the assurance that the Noms will be worked on by a sub-committee (that is a win) over 2 – 3 years. I will hold them to that and hope it will be sorted in 2 years.
6. North Shore joining-up fee. Argument for presented. One Branch Delegate supported, but very clear signal from Delegates that they were not in favour of joining fee.
7. Declarations forms. Maurice appears to be ahead of the game. Some Branches had not lodged the information with Inc Soc.
8. Club name change suggested by Marlborough Branch. Very good discussion on this topic. Vast majority against Club name change, but individual Branches can use an operational name. One other Branch (Gisborne) will use Heritage Motoring Club.



Delegate's Report from Richard Bampton



9. Financial Reports: Questioned why Club has \$1.2m in bank. Rule of thumb is 1 years operating expenses should be adequate. \$350.000 for Club. Branches will be asked to comment and make suggestions on this.

10. Criticism of ease of use of Club website, finding/accessing/downloading documents. Review of website currently going on. There will be a new simple system for organising on-line meetings, which will benefit RRs and Delegates. Hopefully they have accepted that the constitution should be changed to a single column on line.

11. Ashburton will organise next AGM, but it will be held in Christchurch.

On the Sunday morning Delegates visited the new Club offices. They are impressive – light, airy, good working conditions., and the archives, presided over by Don Muller, are well worth a visit should you be in Christchurch.

Incidentally I asked for an addition to the minutes, since they had quoted a remark out of context, and my addition was accepted. (I'll explain in more detail if any of you are remotely interested.)

Yea we should but we don't.....



.....know if we have any members coming up for their 25th, 35th or 50th Long Service Award. Unfortunately, a few years ago Head Office hit a bit of a 'glitch' in their records system and do not have an accurate record of all of our Membership Service Records. If you joined the club (anywhere nationwide) prior to, let's say, **December 2001** could be eligible for a long service award. If you believe that you now qualify for a 25th, 35th or 50th ward that please get in touch with our Secretary, **Maurice Whitham** at northshorevcc@vcc.org.nz, **Mike Garner** at northshorevcc@gmail.com or any committee member.

2026 Spring Tour, Trump and the Straits of Hormuz

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Hi all, The team are busy planning for the 2026 Spring Tour, but understandably have concerns about the fuel situation now and over the next few months.

- Do you want a Spring Tour this year?
- What happens if there is no fuel?
- We were thinking of heading North with 2/3 overnight stops
- If you were the Tour Organiser, what would you recommend?

"Planning and preparing the Spring Tour takes a lot of effort and we need to give the organisers early feedback if we feel that the time may not be right."

PLEASE drop a short email to Bruce Pitcher on bruce_pitcher@yahoo.co.nz with your views.

No response will be interpreted as “I won’t be going on this year’s tour”

Vintage cars celebrated in Nelson Festival

By Samantha Gee of RNZ



Cars lined up for the teams relay as part of the Vero International Festival of Motoring Photo: Samantha Gee/RNZ

There have been flashbacks to the past on the roads around Nelson this week, with hundreds of veteran, vintage and classic cars hitting the streets as part of an international motoring festival.

The four-yearly Vero International Festival of Historic Motoring has drawn people in from all over the country, with some even shipping their beloved cars from as far as the US and Europe for the occasion. It was last held in Nelson in 1972.

The Auckland Veteran and Vintage Car Club brought a blue 1915 Renault Charabanc, known as Angelique, down for the event.

Club member John Stokes said vehicle was found and restored by the club in the 1960s. It had originally been used as a truck to haul timber, then before it became a farm hack and was left to disintegrate in a paddock."

This type of vehicle was very common probably between about 1910, maybe earlier, and the Second World War. They largely disappeared after World War II.

Vintage cars celebrated in Nelson Festival

By Samantha Gee of RNZ

(continued)



The 1915 Renault Charabanc named Angelique which is owned by The Veteran and Vintage Car Club in Auckland. Photo: Samantha Gee/RNZ



Jim and Lynn Hefkey with their 1975 Bricklin SV1. Photo: Samantha Gee/RNZ



The Hefkey's Bricklin which they drove from Auckland to the festival in Nelson. Photo: Samantha Gee/RNZ

"The crank start Renault was doing laps as part of a relay challenge at the festival on Friday, where teams of up to 30 vehicles compete to achieve the greatest collective distance over a four hour period.

Stokes said its comfortable cruising speed was somewhere between the 30 and 40 kilometre per hour range and it was maintained by a group of five to ten club members who met once a month.

"Although it's probably going to need a bit more maintenance after today when it gets back."

Jim and Lynn Hefkey also made the trip down from Auckland in their 1975 Bricklin SV1 and Jim said didn't want to think about how much the fuel had cost, given they still had to get home.

"I'm hoping they don't start shutting the pumps off, you know, when you've got a big American V8, they're fairly thirsty.

He said the Bricklin were built in Canada for the American market, and with their gull wings, bear a striking resemblance to the DMC DeLorean.

"They all say, oh, back to the future, but no... This is the back, the DeLorean is the future."

Hefkey said there were only two other Bricklin SV1's in New Zealand, both in Christchurch and the couple would head there after Nelson to meet their owners.

Vintage cars celebrated in Nelson Festival

By Samantha Gee of RNZ

(continued)

Mike White is on the festival organising team and said there were around 1200 participants and 560 vehicles, with people travelling from as far as Czechoslovakia, Canada, the USA and the UK to take part.

"Not all of them have brought vehicles, but some have, some have shipped their Packard's and the like out, it's pretty amazing."

Anything 30 years old is club eligible. It's kind of a bit controversial but it has its own in history as well and that's that's what this thing is about - cars in history.

The week-long event was tipped to inject \$4.5 million dollars into the region.

Rally directors Jim and Kyra Wareing spent hundreds of hours compiling runs - so entrants had the chance to tour the region,

Their aim was to ensure festival-goers could see the region's three national parks - Abel Tasman, Kahurangi and Nelson Lakes, travel on back roads, and visit places of interest like the Higgins Heritage Park, Gardens of the World and the Port Māpua Maritime Museum.

"We've encouraged them to go to Marahau and get out of the car, walk across the boardwalk, and touch the [Abel Tasman] national park and same at St Arnaud, they were right at the [Nelson Lakes], so we encouraged them to go for a walk in the bush," Jim Wareing said.

He said there were several runs each day, short ones to cater for small veteran cars which were over 100 years old, and longer runs to cater for newer models.

Nelson man Jared Dacombe is one of the younger festival attendees, at the age of 28. He owns several vintage cars and said his 1989 Nissan Skyline GTR was also among the newer vehicles.

"Anything 30 years old is club eligible. It's kind of a bit controversial but it has its own in history as well and that's that's what this thing is about - cars in history.

Dacombe, who owns an automotive business, said his love of motoring came from his great grandfather.

"We we did a lot of touring together both in vintage and classic cars, but the first one was a big international rally down in Invercargill."It was just awesome, as a kid, six years old, cruising on the back of a 34 Dodge, it was great touring from Nelson down the coast route and staying in different accommodation, it was just a big buzz."

Vintage cars celebrated in Nelson Festival

By Samantha Gee of RNZ

(continued)

Nelson man Stephen Caunter has a 1937 International D2 truck, a 20-year restoration project that he said cost a bit to run, given the increasing cost of fuel.

"There will be people that will go, is this an appropriate thing for the use of fuel at the moment? And, you know, this has been in the organisation stage for years, and did we know what the price of fuel was going to do the month before the event starts?"

He said some vehicles were more fuel efficient than others and a survey of fuel usage among those attending the rally was being done, in order to understand the total consumption.

Caunter said his truck had been in Nelson for years, it was used as a tow truck during speedway racing and still had Tahuna Beach Auto Services painted on the side.

Everyone takes an immense amount of pride in whatever sort of vehicle that they've got and I think their ability to share it with the public is one of the joys of vintage motoring."

Festival director Ray Robertson said the event was several years in the planning and there had been a few recent curveballs - the fuel crisis, ferry cancellations and several car breakdowns.

"We've really had a lot of influence over what happens in the Middle East, you can't do anything about it.

"Could we have postponed it? Sure, we could have, but why would we?"

**Article reprinted with the permission of RNZ
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“Beaded Wheels” Readers’ Survey

Stuart Battersby



I have been chatting to a few members around the club, just asking them a few questions about their view of Beaded Wheels. The sorts of questions have been along the lines of “How long do you spend reading BW? and “What’s your favourite sections?”

I was getting a few interesting answers so I thought that I would consult the experts in our “Hive Mind”.... (I.E. Thursday Morning Smoko). There were around 55 members attending, which is around 25% of our branch membership.

The results certainly not authoritative, and no criticism of the BW Editorial Team is intended. Although I do note that the BW Editor has been in place for 23 years now. I can’t recall a ‘Readers Survey’ in the last 6 years, but if I am correct, then I suppose that is a criticism.

Regardless and with all sorts of riders about *Too small a sample, Leading questions, No confidentiality* (Folks could look over each other’s shoulders) etc, etc. Here are the results:

Reading Interest	< 20 min	<1 Hr	< 2 Hrs	Longer	
	1	1	1	4	
	3	3	2	1	
	4	3	0	2	
	1	5	2	0	
	9	12	5	7	

Section Preference	First Choice	Second Choice	Third Choice	Fourth Choice	Most Popular Sections
From the Editor	1	3			4
Mailbag	7	3		6	16
Time Lines	2	2	2	1	7
Book Reviews	2		2	4	8
Rally Reports	2	4	3	1	10
Restoration Articles	6	4	6	1	17
History Articles	5	1	5	4	15
Market Place	11	7	3	1	22
Presidents Message	2	4	3	1	10
Branch News	9	5	4	5	23

More than 50% of the sample finished reading the magazine in less than one hour. The top three sections are “Branch News”, “Market Place”, and “Restoration Articles”. Bottom three are “From the Editor”, “Time Lines” and “Book Reviews”.

Stuart Battersby

Club Item from Yesteryear

Progress April 1975

Progress
April
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NORTH ISLAND NATIONAL RALLY: Easter 1975.



by Bob Ballantyne.

I had arranged with Allen Collins who also owns a 1912 'T' Ford to go to Rotorua together with our families. So to be well clear of the southern motorway early Friday we stayed at the Collin's Thursday night. 7.25 a.m. Friday we were off, five minutes before we had arranged, bright and early with Allen's wife Shirly following in their modern.

We decided to go down through the back road along the Thames highway, turn right and down through Matamata coming out at Tirau about 9.30 a.m. We stopped for a cup of coffee when along came Charley Liddel and then Bob Atley so we sure had a good morning tea together.

Off again, and in no time we were getting very close to Rotorua with all going very well. Just before Rotorua the fan on my car started to squeak. I had the fan belt a little too tight, giving the rear bearing the works loosening it up. I let it up a little and off again arriving in Rotorua at 11.45 a.m. having stopped about $\frac{1}{2}$ hour for morning tea the trip had taken us just on $3\frac{1}{2}$ hours.

We signed in to our motel, had lunch and off to see the sights, mainly the old village at Waka. In Rotorua they sure are looking after the tourists, us included, price-wise.



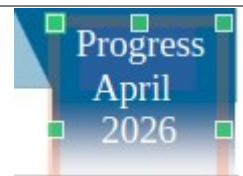
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Club Item from Yesteryear

Progress April 1975

continued

National Rally Easter 1975



NATIONAL RALLY: Easter 1975.

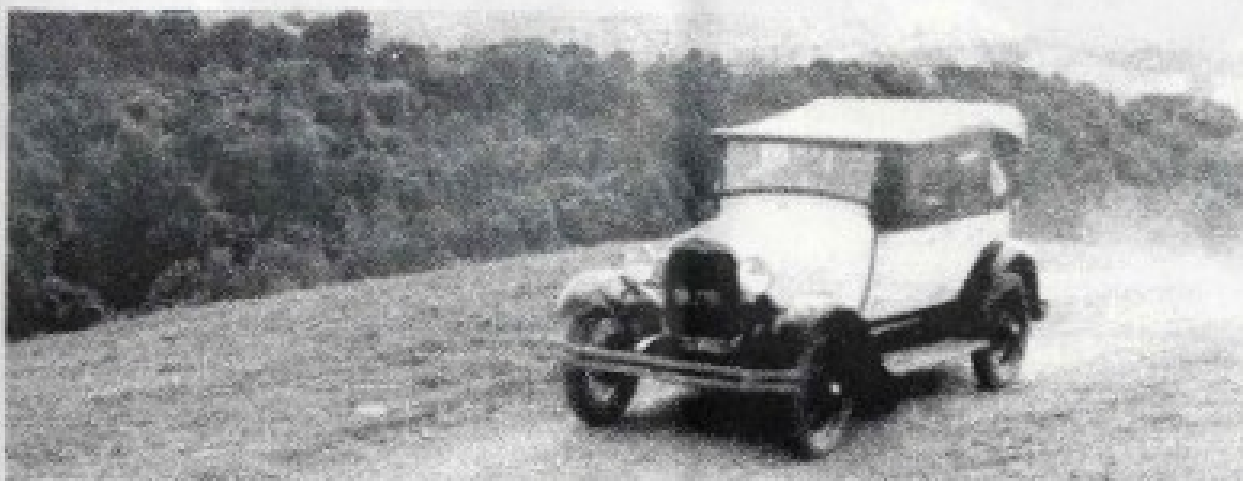
At 4 p.m. we went to check in at the Rally H.Q. On arriving there were cars every-where, some I had not seen before and a lot of new restorations including a Chrysler 77 Roadster, an Auburn 8 Roadster and a new Chrysler Tourer of Frank Knights size I do not know but a very nice restoration and car. There were also a lot of new restorations just out on the road.

With the Host Branch keeping the cost down and the user pay idea, the rally placques, if you wanted one, cost \$1.30c. This was discussed at length by the entrants as being a bit odd, but there has to be a first time for everything!

So off again, back to the motel for some drinkys and early to bed.

Up early, and clean the brass again as the Rotorua air can make a Brass Veteran look very original in no time at all as the brass goes brown in about eight hours. The cars in the 980 International will have to be polished morning and night as the motel owner says it is worse up near Waka on brass parts.

Arriving at the field events we were put in groups of about fifteen cars with still more new restorations showing up. Bruce Catchpole's Cord, 4 door sedan showed up for the first time and looked very good all round, an asset to any car meeting.

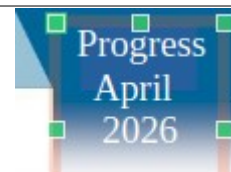


Club Item from Yesteryear

Progress April 1975

continued

National Rally Easter 1975



NATIONAL RALLY: Easter 1975

With the local club not really expecting the numbers of cars they had on hand, there being about 130 and 12 M/C, the field events were a real experience with the entire entry on the move. Going through 10 tests you had about fifteen cars waiting to do each while some cars could move about twelve feet, and stop. For the veterans, this was a real trial in it-self as I had to crank up and move about twelve times before competing in a test or let the car boil as I had taken the fan off about the fourth event. I had had all that I and the car could stand. I think the cars should have been parked around the outside edge and only about ten cars on the move. The others could have enjoyed it too with less effort and the public could have enjoyed it and seen more.

The North Shore Branch was represented by two members Collin Keenan and myself, so Charles Liddle driving the Red Welch Davis was made an honorary North Shore member to make a team of three for a branch team events.

Sunday morning, up early, clean the brass again and off to the start of the rally.

Our starting time was 9.03 a.m. behind Ross Jones's 1902 Locomobile and Allen Collin's 1912 'T' Tourer.

Off we motored, down old Taupo Road, up into the hills in the mist and fog as we were quite high. With no sun it sure was fresh and cold, but no rain so it was not too bad.

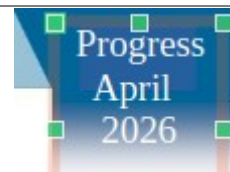


Club Item from Yesteryear

Progress April 1975

continued

National Rally Easter 1975



NATIONAL RALLY: Easter 1975.

The run was very good and not too hard as to lose any members there being just a few tricks. We went through the forests to Tokoroa where we were greeted by the public.

After lunch Allen and I motored back to Rotorua about 35 miles away.

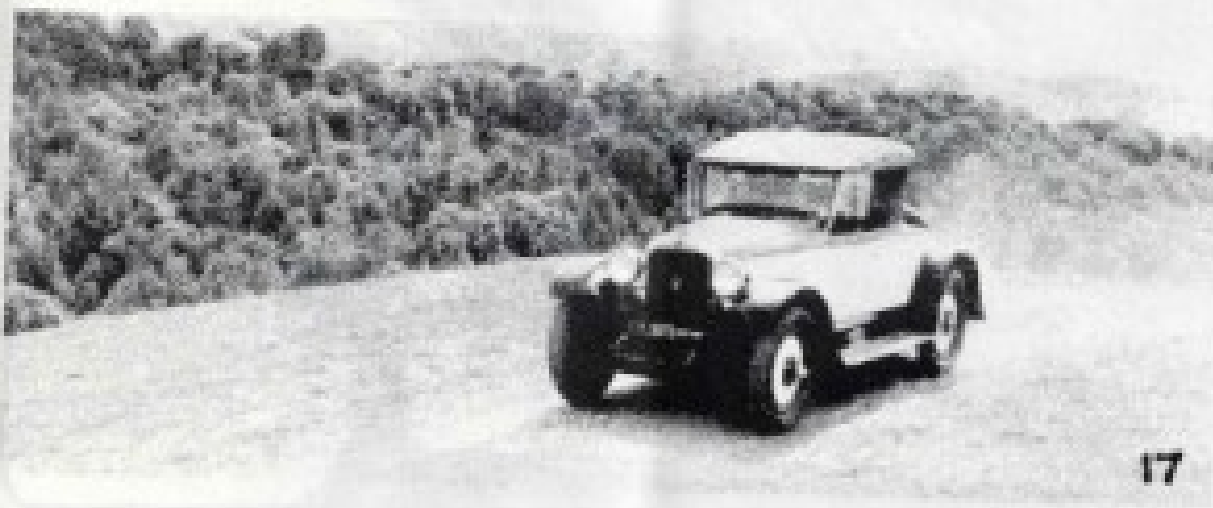
On arriving back at Rotorua we went to Fairy Springs with our families, back to the motel for tea, a swim and then out to the Social evening.

I think all the entrants and club members must have been there as the hall was packed.

Waikato took the Branch Trophy. Allen Collins won the Veteran Class on the rally, and Shirley Collins was the best Lady Navigator. Les Key was second in the Veteran Class with Bill Shears third. Ross Jones, oldest car in the rally won the field events.

Early Monday about ten cars left to come home stopping at John and Jean Bayly's at Tiraia for morning tea. Keeping to the back roads about thirty people headed up to Bill Shears sister's place at Tahuna for lunch on the front lawn, then home over the Hunua Hills to the back of Papakura as to miss all the main road traffic and holdups.

The drive to and from Rotorua was most enjoyable as all the cars were motoring very well at about 42 m.p.h. 450 miles were covered during the weekend.



Adventures of a Morris 8 (1936 Series 1)



Part 1. by Richard Bampton

Kelvin Hawke worked hard for several weeks fettling the car making everything work and including fitting new washers to the carburettor. It was loaded onto Jim Corbett's excellent braked trailer on Thursday, ready for the off on Friday morning. The trailer weighed 480 kg, the Morris weighed 780 kg, so that the total weight of 1260 kg was within the limit of 1500 kg for the mighty Mazda.2 likely lads, having contacted the other convoyers, set off down the SH1, and at various times met up with two Austins and a Chrysler, all of which had problems with ignition,



overheating or lack of fuel. Other Branch towed cars were spotted en route. The Morris (of course) behaved impeccably, but needed a booster to start for the unloading. The journey from Upper Hutt to Wellington was accomplished with ease and early on Sunday morning the car was driven to Bluebridge Ferry terminal. The booster was employed again to start in the morning and to get the Morris onto the ferry.

Adventures of a Morris 8 (1936 Series 1)

Part 1. by Richard Bampton continued

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Adventures of a Morris 8 (1936 Series 1)

Part 1. by Richard Bampton continued

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Unfortunately, due to the constant use of the booster and not recharging it the night before, there was not enough power to start the car – it had to be ignominiously push started. None-the-less once going it drove heroically along Queen Charlotte Drive and arrived in Nelson having traversed the Richmond, Bull and Bryant Ranges in style and sometimes in 1st gear. Check-in was completed and everyone assembled for a rather poor evening meal.



The first run was round an attractive park with a good beach. Unfortunately an instruction sent the Morris in the wrong direction. (I checked – it was the instruction that was wrong, not us!) However the route was found again and a pleasant day was enjoyed cruising the scenic area north of Nelson. On the way back a well-known Studebaker was encountered, stopped on the side of the road, with an oil problem. The loan of a large spanner from the copious toolkit of the Morris soon sorted that out.

Adventures of a Morris 8 (1936 Series 1)

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Part 1. by Richard Bampton continued

Later in the week the same (?) Studebaker was seen inside the Nelson Car Museum!

A good run to Kaiteriteri, on the edge of the Kahurangi (Tasman) National Park was enjoyable and the Morris, once started with the booster in the morning was intermittently starting without the booster.

Obviously the dynamo was producing some electricity and the battery was capable of storing some of it.

The Wednesday run took us to Higgins Heritage Park where there was so much metal to examine that it is hard to know where to start. I scrutinised the Fordson tractors. There were about 8 E27N Majors, including a half-track and a P6 (Perkins engine 6 cylinder diesel – before Massey Ferguson took over Perkins engines) and 3 wide wing Model N Fordson Standards. Peter preferred the Internationals. Cranes, power shovels, railway rolling stock, trucks and even the Rover Club were there. It was here that a



Volvo was spotted with the bonnet up, but it was only a small rubber hose leak which was quickly repaired. Then on to the Nelson Car Museum. What a wonderful display of Austins!

Ranging from Mk VI to MK X, E-types, XJS (Saloon and Coupe) and others. (And if you do not know the Austin

heritage of the Jaguar then I will be happy to explain it to you.)

Adventures of a Morris 8 (1936 Series 1)

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Part 1. by Richard Bampton continued

Apart from the previously mentioned Studebaker, there were a number of other cars that would have brought a tear to the eye of some of our members, so here is a selection for your eyes.



Adventures of a Morris 8 (1936 Series 1)

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Part 1. by Richard Bampton continued



Julie Croft



Peter Lloyd



Jim Corbett



Neil Fraser



Taffy



Neville Gregory

Adventures of a Morris 8 (1936 Series 1)

Part 1. by Richard Bampton continued

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my favourite the Austin Princess.



Over the previous two evenings the food improved – no puddings, but one evening the likely lads took their own apple turnover to the envy of all around. But forgot the cream! On the Wednesday evening there was a car show in a city car park and we all enjoyed local restaurants.

Part 2 (next month) will tell the tale of the Rally Challenge, the Grand Car Show and the adventurous drive home.



Tom Clouston's 1933 Ford Pickup

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Tom Clouston's 1933 Ford Pickup continued

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Story and photos by Graham J Park

IN the summer of 1976, the 1933 Ford Pickup pictured here was advertised for sale in the Christchurch Press newspaper for \$1400. At the time, Tom Clouston didn't have that sort of money. Being 26 years old and married with a young family, as much as he would have liked the '33, his finances just didn't allow the purchase. The pickup was sold almost straight away, and it ended up in the ownership of Graham Robinson, who lived in Foxton, a 45-minute drive south of Tom's hometown, Turakina. Tom made contact with Graham, who really wanted a Ford 4-door sedan and was happy to swap with Tom if he had one.

At the time, Tom had a '34 Ford 4-door Sedan that he'd paid \$450 for from a guy in Featherston, but it was completely stripped. So, after telling Graham he would have it complete and up and running within two weeks, Tom reassembled the bare chassis and fitted the running gear out his '34

Coupe (ex-former Christchurch hot rodder John Trotter). Tom got it all assembled and running enough to drive it onto his father's trailer to deliver it to Graham and return with the '33 Ford Pickup. This all amounted to Tom's final cost of \$850 for a pickup that had previously sold for \$1400, a great deal.

With the pickup now in his ownership Tom used it as a work

vehicle for a few years. He was employed as a motor mechanic at Ward Motors, Marton, for his entire working life of 48 years. He commuted daily from Turakina to Marton in the pickup, eventually deciding to "park it up". He threw a tarp over it, and for ten years, it never saw daylight again, and Tom never went near it. When he decided to do something with it, he found a



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tree and overgrowth had grown in front of it. He chopped the tree down, cleared away all the bush, then towed it out, and it went into his workshop shed.

Firstly, he stripped the body back to the bare metal and was surprised at how good a condition it was in. Every part of the body, chassis, and running gear was stripped, cleaned, and painted. The chassis is original, as are the front and rear transverse leaf spring suspensions, but with telescopic shocks added. The diff is original with 4.11 gears. The brakes are mechanical with Flathead TED energisers. All wiring has been replaced with the addition of LED indicators. The upholstery is all original, as are the gauges and steering wheel. The original wire wheels have been restored

and painted in Deep Maroon, and the front and rear tyres are 550 x 17s. Once the body was stripped and ready for paint, the cab, guards and pickup bed were painted in a Beige colour by Jim Thompson in Palmerston North. The deck was in a sorry state, so a new one was made by Kimmins Brothers, Shannon.

The motor is a 1939 Ford Mercury flathead V8 that Tom had stored in his shed. He dusted it off, gave it a recondition, and it now bolts up to the original 3-speed gearbox. Tom says it has a lot more grunt than the original '33 engine. The radiator is original, just as it was new in 1933, and Tom has never had any overheating problems, especially in the summer months.

The door jamb located on the

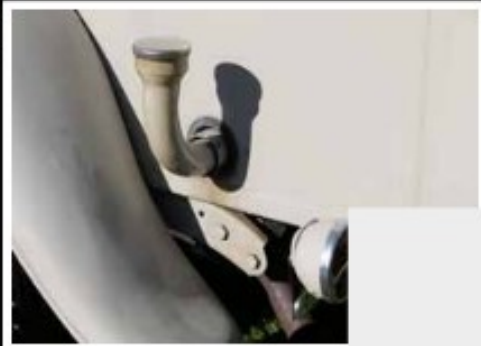
driver's side front is stamped with a date. Tom's 1933 Ford Pickup rolled off Ford's Assembly line on 9th February 1933.

Tom has owned his 1933 Ford Pickup for 48 years, and after a three-year rebuild/restoration back to its former glory, the 1933 Ford Pickup is a credit to Tom. Maybe nowadays, it's considered a retro vintage build. With a '39 Merc Flathead V8 for power, it can move if and when Tom wants to "gas it." The man behind the steering wheel has hot rod blood running through his veins. Tom is also a Life Member of Wanganui Road Rodders and was deeply honoured with this award. Now retired and into his '70s, Tom is still very active, attending events in any of his three home-built hot rods. His problem is which one to drive!

Tom Clouston's 1933 Ford Pickup

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Thankyou to Hot Rodder Magazine for allowing a reprint of this Article from the October 2024 edition of their magazine



Bruce Tony and Stuart at Picton.

Who was the photographer? Where are the cars? Where is the Ferry?

Stuart and Bruce Pitcher trying to persuade the leprechaun inside the parking meter to give us a ticket.... (Another shot from Trish).



Skinner's Finds



1930

Duesenberg Model J



One of the most luxurious and powerful American automobiles ever built. Introduced during the golden age of luxury cars, the Model J was known for its stunning craftsmanship, long elegant body, and unmatched engineering for its time. Powered by a 6.9-liter straight-eight engine producing about 265 horsepower, it was capable of reaching over 190 km/h (120 mph) — an incredible speed for the 1930s. Each Duesenberg was hand-built and often custom-bodied, making every car unique. It quickly became the car of choice for Hollywood stars, royalty, and the American elite.

A true symbol of prestige and automotive

excellence from the golden era of motoring

1937 SS 100 Jaguar 2½-Litre Two-seater Sports



Harry Weslake's overhead-valve cylinder head transformed a modest Standard six-cylinder engine into the powerplant that launched the Jaguar legend.

The SS 100, introduced in 1936, marked SS Cars Limited's first serious high-performance model and the debut of the famous feline name that William Lyons felt had "an exciting sound."

The sleek two-seater used a 102-inch wheelbase chassis shortened from the SS 1 saloon, re-engineered by Chief Engineer William Heynes for sporting applications. Weslake's overhead-valve conversion of the 2,663cc Standard engine, breathing through twin SU carburetors, produced 104 horsepower compared to the sidevalve unit's more modest output.

Competition success came immediately when Tommy Wisdom and his wife Elsie won a Coupe des Alpes in the 1936 International Alpine Trial, defeating established marques like Bugatti and bringing Continental recognition to the fledgling brand. The model continued its rallying achievements with class victories in RAC events during 1937 and 1938.

Contacts

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

Website: www.northshorevcc.com

Club Nights: Every Wednesday from 7.30pm.

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

Committee Meetings: Last Monday of the month, 6.00pm.

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: John Higham: 09-478-7973

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

Treasurer: Tony Sparkes : 09-473-5872 or 027-499-5588

Club Captain: John Castle: 09 479 4135 or 021 957 032

Club Delegate: Richard Bampton 09 947 3042

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Stuart Battersby: 022 471 2759

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120 or 09 420 4094

Julie Croft : 021 126 7818

Jim Hefkey :027 286 9593

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Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09 947 3042

New Members

Club name badges are available on request. Email northshorevcc@gmail.com or any committee member.

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