



North Shore
Vintage Car Club

- > Your journal
- > Your stories
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- > Your committee

Progress:

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



Thanks again to everyone for your support in supplying material for this issue. Hopefully you'll find it interesting and informative.

So we are now out of lockdown and life should be getting back to normal. I don't know how its affected you, but we got into a nice, 'comfortable' routine over the period. We've found however that it's been a little difficult to get back into that same routine afterwards. I think the main cause of the disruption has been the new timetables adopted by our local gyms. Classes are on different days, opening times have changed etc. Thankfully however Masons Road is back on the usual timetable and so we'll build on that.

Following an article in the last edition I received an email from senior club member Neville Gregory. Neville wanted to us to note that Roger Duke, Brian Cullen, Dick Andrews and John Tombs also made significant contributions to our early restoration projects. Neville remembers that team first started work on reviving the Fire-Engine. Once that project was well underway (on Wednesday evenings before club nights) the group then suggested making room for other restoration projects by perhaps selling off the unrestored bus. That suggestion, of course, was the catalyst that led to the full restoration programme on the bus and we haven't looked back since! Neville specifically picked out the contribution to those early restoration projects made by Len Woodgate. Len's expertise and knowledge was a critical contribution to our early projects. It seems to me that we ought to spend a little time more recording the history and development of our branch..... Anyone fancy starting off that project?"

I've finally got the MG back running the way I want. The final step was fitting new timing gear to remove some of the 'slap' which was causing erratic idling. The rear guard has been resprayed but will need cutting back and polishing once it's had a few weeks to harden off thoroughly.

Finally, just a reminder that our AGM date has been set for 8pm on Wednesday 29th July, please try and get along if you can.

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

- * **Chairman's Message:** Kevin Lord.
- * **Can you guess what it is yet?** Full cars with photos. You won't get them all!
- * **Club Captain's Report:** Richard Lloyd.
- * **Tidy up and organise your shed:** A simple plan from Terry Costello.
- * **Upcoming events:** We are up and running again with an initial timetable.
- * **Stuff from the parts shed:** Pure drivel from David Lane (But very amusing!).
- * **After-market machine Parts:** A timely warning from Denis Martin.
- * **What were they thinking?:** Strange but sometimes apt vehicle names.
- * **First post-lockdown rally:** A report and photos from Richard Bampton.
- * **Project Updates:** Restoration works are underway again.
- * **Focus on the marque:** Buick.
- * **Differential gear ratios and quiz answers:** Arnold Van Zon puts us right.
- * **Committee Notes**
- * **About Us:** Who's who and where's where.

*Cover car this month
1934 Buick Series 40*



Well it's hard to believe we are already half way through the year. It seems we have lost three months through lock down and we are already past the shortest day. All the rain and cold weather last week certainly made it harder to get away from an open fire to go to a cold workshop. It is good to see a large turn out on Thursday mornings.

Our new storage shed is progressing well, with lights and power points being fitted, which hopefully will be our last hurdle before council sign off.

The Dennis bus is having the seats fitted and the wheels and tyres looked at. I took a trip to Whangarei recently to pick up a new suitable tyre donated by Northland branch. We still need suitable tubes. I am looking at a new source to purchase these unusual tubes.

On June 21st Paul Collins and Neil Beckenham, with the assistance of Neil's daughter Yana as a marshall, set an excellent rally with a good turn out. It was enjoyed by all, with the help of Paul's Thursday morning rally tutoring.

Our is A.G.M is now set for Wednesday 29th July at 8pm in the Branch Club rooms.

Happy Motoring

Kevin Lord: Chairman NSVCC



Not long now! Just a few final jobs.

Can you guess what it is yet?

Complete vehicles this time.

(Answers on Page 22)

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Club Captain's Report

June 2020

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We managed to hold our first Club Run since the Covid19 Lockdown and thanks to Paul we had as most enjoyable Run over rural roads in West Auckland. There was a good turnout with 11 cars and 20 members taking part. Paul showed his experience by plotting an easy but challenging run with a bit of everything thrown in. It was nice to see Brian & Gaylene Cullen taking part especially as Brian looked very well.

There were plenty of silent checks to spot and I must admit not everyone got them all. There was even a Straight Line Navigation stretch which had several participants puzzled. There were over-riding instructions which was good because I think several people were out of practice and got lost. During our Thursday morning restoration day Paul Collins went through the instructions which helped so no one had an excuse for not understanding the instructions.

However, everyone enjoyed themselves and managed to find the nice little café called *The Collins Café*, (Paul assured us this was just a coincidence) where we had afternoon tea. Excellent choice!

It was good fun being back on the road again (no apparent divorces that I know of) and everything felt normal when we saw club cars heading in the opposite direction. We couldn't be wrong, could we? The final results were as follows:
1st Tony Sparkes & John Higham, 2nd Kevin Lord & Marlene, 3rd Brian Bissett & Richard Bampton

Keep those cars running and we will be back on the road again soon.

Richard Lloyd
Club Captain
NSVCC

*David Lane's 1912 Model T and
Chris Sorenson's 1930 Austin 7
(formally belonging to John Ellis)
meet for a roadside chat in the
country.*



Declutter your garage/workshop: 5 simple steps to declutter your space : Great advice from Terry Costello

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Step 1. Organize your sorting equipment: You will need....a garbage bin or bags for the things that are broken and cannot be repaired or recycled.....a **recycle bin** and three containers such as cardboard boxes and label them **Stay, Donate** and **Return**.

Once you have your tools it's time to clear work space, such as a table or a bench top. Please do not declutter whilst working in a dark and cramped space. This can be dangerous and not overly inspiring. Add music if it helps. (I recommend putting boxes or bins in hallway outside of room to open up the space)

Step 2. Start small: Start small; start with a drawer or a shelf. This is very important; do not empty a large cupboard, pantry or wardrobe etc.; start by emptying a drawer or shelf. We are working in bite sizes first. Too many people fail when they pull everything out of the cupboard, pile it in one big heap, and then sit there dumbfounded because they don't know where to start. Start small to gain confidence as you go and tackle bigger projects.

Step 3. Sort items Sort into **garbage, recycling, stay, donate** and **return**; place in relevant containers. What is a return? Returns are things that do not belong in this space; they should live elsewhere in the house/office or belong to someone else and need to be returned. Once you have finished sorting and decluttering this space, that is when, and only when, you take your returns box and return things to their relevant homes. Guaranteed if you interrupt this process and return items before you finish your space, you are less likely to complete this space. What's a stay? Stays are the things that will stay in this space; they are relevant to the function of this space.

Step 4. Only put back what you need and want. Quickly clean the space and only put back in the space the contents of your stay container.

Step 5. Recycle and Donate: Recycle according to your collector's acceptable lists. Only donate quality items; we call it responsible disposal. Remove these items as soon as possible from the house. The trick is to not stockpile your clutter at the front door or in the car. You have made the decision to declutter your life, and this is the first step to do it. On a personal note: stop after every few shelves or drawers and rest. Let your brain rest from making decisions for a bit, it is exhausting. This way may take a long time but in the end there will be clear rooms, cupboards and closets. I also have an extra box for items I am not sure yet what to do with. The "I don't know box;" put a date on it, list the items and store away. Revisit after six months and maybe decide where the things go. Especially if you haven't even thought of the item in that time, let it go.

Activity again at Masons Road

Members return and start work again.

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Tony Sparkes and Jim Drummond with Project Manager Neville Gregory repair the clubhouse veranda.



Denis Martin and his "Cute-Ute" deliver spares to Trevor Larsen



Gary Learmonth installs lighting cables in the new shed



Extreme concentration as John Castle holds the ladder for Robert Brown.

Upcoming Events:

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Thankfully events are now back up and running. This page is a bit 'thin' at the moment but we hope to gradually build up the details of events and shows over the next few months. Please drop us a note if you know of an event that might be of interest to our members. Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font.

July:

July 19: Branch Run: Details t.b.a. but likely to be a social lunch/Fish n' Chip run.

July 26: Caffeine and Classics: Smales Farm.

July 29: Branch Annual General Meeting 8pm. Reports and election of officers.

August

August 16: NS VCC Northern Raid: Mark your diary.

August 23: Caffeine and Classics: Smales Farm.

September

September 19-20: NSVCC Spring Tour to Whangamata: Mark your diary.

September 27: Caffeine and Classics: Smales Farm.

Future Diary Dates:

November 7: Northland Branch Far North Tour. For more details contact nvccrally@gmail.com

Regular Diary

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

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

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

Auckland Club Midweek Runs: We have received a suggestion from the Auckland Branch that we might like to share the organisation of their previously regular monthly Wednesday runs. Typically we would organise a Northern run on one month and they would organise a South Auckland run on the next month. The general feeling at the recent Smoko, was that this was a good idea but further discussions are required to agree organisation/organisers. Watch this space.

*Terry Costello's Model A Ute
takes a hill-climb with ease.*



Stuff from the parts shed

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David Lane gives a light-hearted update from the top shed.

Post Covid-19 has been a time for reflection and simply taking stock and getting rid of the rubbish. After all business is bad, real estate is going down the gurgler, unemployment is going through the roof, people are giving away their old cars because they can't sell them, no young people are wanting to join our old car club. Retail sales from the "Shed" have dropped dramatically, but the "Wholesale" side is going really well. North Shore Metal Salvage being our best customer.

We are all under the pump in the Shed, accepting heaps of "stuff" coming in each Thursday. Arnold works us extremely hard to get it all stacked before we are allowed to go home. But he is kind because he gives me, Terry, Trevor and our apprentice Copsey, 10 minutes off for "smoko".

Post Covid-19 now sees close to 40 members (with a sprinkling of outsiders) turning up to our makeshift soup kitchen for a feed each Thursday morning. Some look dreadfully thin, others are still wearing the same tatty unwashed clothes from last Thursday. If the numbers keep increasing, we will apply for a grant from the Govt to assist us financially in this important task. It has been suggested as a further cost saving exercise, we could fence the lower paddock off and get a couple of milking cows for our Thursday milk. Jim from the Resto shed could do this important job. Any excess could be left outside the gate where the people across the road would soon snap it up. And think of the savings of petrol for the mower! Who would ever have thought we would face these difficult times?

When that bell goes at 10-34am (we in the parts shed always get it late), it is a race to get down to the clubhouse and pick a spot close to the food. The hot savouries are the favourite because it is the first hot meal in a week for some of them. The babble at that table is overwhelming because this is, for some, the first opportunity for a week to talk to real people. The poor souls.

But amongst this upheaval since the lock down, life in the parts shed is all about making do and not taking life too seriously. Starting next week, we are going to run a "Sales Promotion" and offer "specials" on any of our REALLY old stock items. Bargains will start from \$2. We need to make room for Tesla, Kia Soul, Lexus, Leaf and secondhand batteries which will become sought after for home lighting when your power gets cut off.

In this new Post Covid 19 era, we all have to think outside the square for survival. We have even thought about re-roofing our shed with clear plastic and converting it to a nursery following the General Election. Trouble is, the council will increase our rates, but on reflection, it will bring in lots of new younger members.

To all our regular shoppers, thank you for your loyalty, stay calm, wear your name tag and wipe your feet at the doorway. Please also acknowledge our boss, Arnold, when you come into the shed, he has a huge responsibility on his shoulders. He doesn't (normally) bite!

David

Editor: Now what's that phrase that I'm looking for ??? ... Oh I know.....

"You don't have to be crazy to work here....But it helps !

Thanks again David

Beware of aftermarket copies of trusted products

A cautionary tale from club member Denis Martin

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This warning relates to a new 'Copy' VH44 Booster supplied by ACA Autoparts via EBay item number 133093694606

I installed this unit to replace the old PBR VH44 Brake Booster fitted to my 1967 MGB GT.

The original PBR VH44 Booster had given up after many years of service owing to a split diaphragm. I have been without the assistance of a booster for several months and the brake pedal felt fine and the brakes performed well for non assisted.

I priced a repair kit for this VH44 and having shopped around on line I decided that a new 7" 'after market' copy priced at NZ \$150 delivered ex Australia was my best option. This new brake booster (VH44 Copy part number BB -VH44 sold under the MACHTER Brand name) fitted perfectly and the existing brake lines were in the exact position and even the PBR booster mounting bracket matched. It was a simple replacement after which I thoroughly bled the air from the lines and without the engine running had a good firm brake pedal.



MGB brake booster

Having connected the vacuum hose all seemed well until the brake pedal was pressed and then the booster appeared to kick in and I felt violent push back through the brake pedal. When braking it was impossible to achieve a smooth stop and each time the brake was applied the amount of push back varied considerably. Also, when waiting at the traffic lights with light brake pressure applied, most times the brake pedal moved $\frac{3}{4}$ of the way to the floor, then hardened up and returned back violently to the original position.

I again re-bled the brake system with my vacuum brake bleeder and there was no air present in the brake lines.

There is clearly a fault with this new brake booster.

After several emails to eBay and being told it was air in the line I insisted on a replacement as it was a safety related item. This was eventually agreed to and sent. It arrived some 3 weeks later.

I removed the faulty unit and installed the "NEW" replacement and went through a bleeding process once again. The result was a perfect pedal without the engine running but once the engine was started I had exactly the same pedal push back senario. I ended up spending most of the day trying to solve this but to no avail.

In the end I removed this BB VH44 and removed the main diaphragm from it and found it fitted my old PBR VH44 perfectly.

I then installed this old PBR unit and once bled found it to be absolutely perfect.

Beware of aftermarket copies of trusted products (continued)

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This could have been the end, but I decided to strip the MACHTER BB VH44 to try to locate the cause



The “new” push-rod before machining



The same push-rod after re-machining.

of the pedal push back problem. I also noticed a date stamp on the body of the unit of March 2002. I filled the cylinder with fluid and blocked off the outlet and found that I could push the piston to the end with my thumb with almost no effort as the fluid just went past the piston. I initially suspected a faulty pushrod piston cup but with further investigation I discovered that the taper on the pushrod end was poorly machined and did not match the tapered receptacle in the piston and failed to properly seal allowing the brake fluid past. In fact, the end of the taper should sit firmly against the rubber washer when pressure is applied, but because of the bad machining it did not even reach this sealing washer.

I have re-machined the taper on the pushrod and have now got a perfect spare brake booster. *I should point out that eBay Australia are not at all at fault and have gone out of their way to organise a replacement for me without asking for the original faulty unit to be returned.*

Denis Martin

*Ed: Thanks Denis, This isn't the first time of heard of problems with After-Market **machined** parts. In fact I have personal experience of this having bought a set of new Shelled Con-Rods for a Ford Sidevalve. During the engine rebuild I weighed each rod and found the difference between the heaviest and lightest to be a staggering 23 grams (The Ford recommendation is 3 grams max). A friend buying a similar set for an older Ford found that the big-ends were not even round!! Personally I would advise extreme caution when buying any aftermarket copies of **machined** parts.*

What were they thinking??

Weird brands..... Have you ever heard of these?

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Panache: The Panache can rightly be said to have had absolutely none of the eponymous quality. Panache Cars of Blackburn, Lancashire, England, were an attempt at producing a car that looked like a Lamborghini Countach but was on a Volkswagen Beetle chassis.

Panther: Six different companies named themselves after the big cat. The various companies dated to as early as 1902 and were located in Germany, England, Italy and South Korea. Among their products was the late 1970s Panther Six, a six-wheel convertible with two front axles.

Parent: Nobody, it seems, wants to drive their parents' car. In fact, Oldsmobile even used the advertising slogan, *Not your father's Oldsmobile* in the 1980s. It turns out it wasn't only the case in the 1980s. French automaker Parent lasted only two years, 1913-1914.

Perfection: Based in South Bend, Indiana, from 1907-1908, Perfections cars likely didn't live up to their name.

Phoenix: Between Fhenix, Phoenix and Phonix, there were 9 companies named for the bird that rose from the ashes.

Pullman: The first car to bear the Pullman name was quite different from any of the others.

Pullman cars of York, Pennsylvania, operated from 1903-1917. Designed by A.P. Bromell, it was a 6-wheeler powered by a 2-cylinder engine which drove the centre pair of wheels. The front and rear pair turned in opposite directions for steering... It was not a success.

Quick: About the only thing quick about this New Jersey automaker was its demise. It announced plans to produce a car a day starting in December 1899 but closed in 1900, likely without producing even a single vehicle.

Rapid: Of the three car companies named Rapid, one did much better than Quick, or than the other Rapids. Rapid of Turin, Italy, was in business producing its vehicles, labelled Star, from 1905-1921.

Silent Knight: Not to be confused with the Christmas song *Silent Night*, this car, produced from 1905-1907, took its name from one of its founders, Charles Yale Knight, and was the first car to use the sleeve-valve engine he invented. Though the Silent Knight was not a sales success, the engine would be used by Daimler, Minerva, Panhard, Mercedes, Stoddard-Dayton, Stearns and other automakers.



There were Pullman cars on trains but this was the Pullman, a 6-wheeled car built in York, Pennsylvania. The middle wheels did the driving and the front and rears did the steering

What were they thinking?? continued

Weird brands..... Have you ever heard of these?

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Road & Track Le Mans Coupe: From 1957-1960, the American Car magazine ran a series of articles about building a car to race in the 24 Hours of Le Mans. Design of the fiberglass body was done by the famed Strother McMinn of the Art Centre College of Design. "Several readers built cars to the R&T design, although they used other chassis than the one recommended.

Sir Vival: Apparently a play on the word Survival, a prototype was displayed at the 1964 New York World's Fair. The car was produced by safety advocate Walter Jerome, who started with a 1948 Hudson sedan but was cut ahead of the passenger compartment. The car had an articulating front section designed to bend in a head-on crash, a wrap-around bumper-car style bumper and a raised driving tower.

Splinter: From 1982-1990, Splinter Auto Works of Plymouth, Indiana, produced ash and marine birch-sided station wagons and pickup trucks based on Chevrolet Chevette chassis but with 1930s styling.

Standard: Pretty much the standard name for a car company, with 14 of them using that moniker between 1900 and 1980 to build cars in England, the United States, Italy, Germany, Austria and India.

Best known was Standard of Coventry, England, in business from 1903-1963. However, the most ahead of its time was Standard Gas Electric Power of Philadelphia, which operated only from 1909-1910 but which used an electric starter for its 4-cylinder engine 2 years before Cadillac and an electrically operated push-button gear selector 50 years before Edsel.

*The long-standing
Standard*



Our first post lockdown rally.

Richard Bampton

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An uninspiring title to the piece, however the run itself, attended by 8 eligible vehicles and many highly competitive entrants was anything but boring. I didn't count Neil Beckenham's lengthy Ford Galaxy as an entrant. He brings it in case anyone breaks down. All one has to do in such an event is open the boot and shove the broken-down car into it, then shut the boot. Everyone wished that they could have been with Jim, in his Chevrolet, accompanied by Bruce and Owen. How spicy would the language be? However it was reported that harmony prevailed and they all enjoyed the outing, even if they did take a wrong turning during the straight-line navigation.



The run was cunningly plotted – the hand of Paul Collins was evident – but so well done that, even when we inevitably went wrong, all was not lost. The 'Straight Ahead Rule' unsurprisingly caught several navigators out, and 'use Karaka Rd', with the sign almost completely covered by a tree was difficult to spot.

The Straight-Line Navigation, on Herald Island was the usual ingenious test – but passing the same silent check sign twice is now old hat. However the pièce de résistance caught everybody out. Or is it that Paul Collins is incredibly unpopular and no-one wanted to meet him? I don't think it was the former. It was the cunning instructions. Bear with me while I explain it. The instruction was "2nd RIGHT, and follow this road." (My underlining.) It was easy enough to find the right road to turn down. Then as you go down the hill you come to the pillars announcing Oakford Park, and there at the foot of a pillar was a silent check. This is good, so we all speed straight on through Oakford Park (writing down the silent check) because we all know it leads to Greenhithe Road (the next instruction being "RIGHT at Tee onto Greenhithe Rd) – don't we? But we didn't notice that the road we were on was Pounamu Ave and that it turns right just before Oakford Park. Bu66er!..... (Note to self: remember; there is always something cunning and sneaky as you relax just before the finish.)



And so arrival at the car park to hand in our score sheets to Vice Club Captain Neil Beckenham and receive further directions to, appropriately, Collins Café where we enjoyed social banter and commiserated with each other on missing roads, silent checks and other mishaps. Tony Sparkes in his Daimler V8, with master navigator John Higham won, only missing the Pounamu Ave trick – and that makes it 2 rally wins in a row to Mr Higham, with different drivers. Thank you, plotters and marshalls – a great rally and without you we wouldn't have enjoyed such a good afternoon.

Project Updates:

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Work restarts in the restoration shed

The BSA: The project is slowly progressing with the fire wall – ‘A’ pillars removed from the chassis and being dismantled. The lower steel portions of the fire wall panel, are very badly rusted and will require considerable work to restore, along with the two lower air vents which are rusted in the closed position. However, some new A pillar timbers have been made. These incorporate the hinges for the front doors, and also secure the wooden dashboard.

We have been asked on several occasions by members as to how do you drive this vehicle as there is no gear shifter mounted on the gear box. This gear box is known as pre-selective. Having personally owned a DB18 Daimler many years ago in the mid-70s they are a very easy transmission to drive and service. The BSA gear box even has Daimler cast into the gear box casing. Our BSA is equipped with a very short lever under the steering column on which selection is made. On the floor there is a pedal which looks like a clutch pedal but is in effect a fluid switch.

The engine can be started in any selection, preferably neutral. To get the vehicle rolling, one selects the gear, in this case, number 1, but no change will happen until the clutch pedal/fluid switch is depressed and released. Only then, the gear is engaged and one can move off from a stationary position. Once the vehicle is moving, the driver will select the next gear, i.e. second, but once again no change will occur until the clutch pedal/fluid switch is depressed and released. This sequence is the same for all gear changes, although when reversing, the vehicle must be completely stationary.

These gear boxes take a little practice to be used, but once mastered you will get a very smooth ride with no clutch shudder. When the gear box is dismantled we hope to get some photos of the epicyclic gear/sun gears and annulus gear. These will show how this very simple gear box works.

The Bedford Truck: We have managed to find a source of decent replacement guards for the truck and have decided to pause progress on the restoration of the Right Front guard, until such time as we can inspect the possible replacement. Despite all the work welding patches and re-wiring the guard edge, we continue to find pin holes and wafer thin patches on our current guard. With the damp, cooler weather around at present we cannot spray topcoat on the good guard, front grill or bonnet top and sides. Thus with body work paused we are moving on the making and installing the wiring loom. Thankfully the loom is very basic and should be straightforward to build. We have all the required interior gauges and switches. A voltage regulator of unknown quality is fitted and will be checked. The rear light wiring is complete and threaded through to the front of the chassis.

The Dennis Bus: Inside wood work all finished, Lino down thanks to Jim our resident upholsterer. Seats are now being bolted back in. With some new tubes in the rear wheels we can get it back mobile!

Wolesley 6/80: The distributor is fitted and starter motor mounted. Next step is to fit the manifold and find spark plug leads.

Buick has always intrigued me: not because of the cars themselves but rather by the name. I've never heard of anyone called Buick and never seen the word other than in the name of the marque. *The following article was written by Lawrence R. Gustin and is © Copyright 1993, Buick Motor Division.*

FLINT, Michigan — Buick Motor Division, which claims one of the most dramatic and important chapters in the history of the American automobile, celebrated its 90th anniversary in 1993.

Buick was where a number of major contributors to U.S. auto history first headed an auto-building company — such as Billy Durant, GM's founder; Charles W. Nash, a founder of what later became American Motors; Walter P. Chrysler, founder of Chrysler Corp. and Harlow H. Curtice, a GM president and chief executive in the postwar era. Louis Chevrolet, co-founder with Durant of the Chevrolet automobile, had earlier achieved fame as a Buick race team driver.



1903: The first Buick

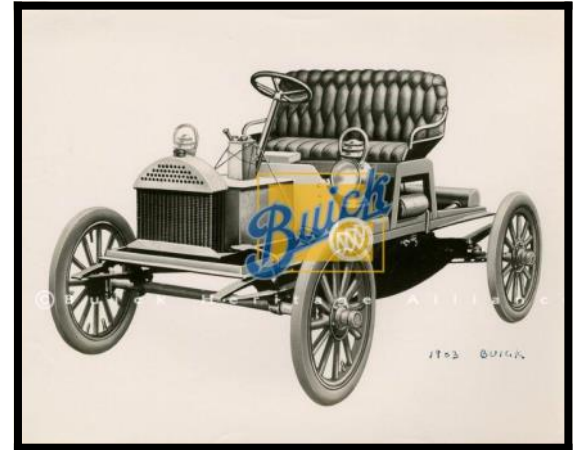
David Buick, born in Scotland Sept. 17, 1854, and brought to the United States at age 2, had been a successful plumbing inventor and manufacturer in Detroit when he turned his attention to gasoline engines in the late 1890s. He started a succession of companies: Buick-Auto-Vim and Power Co. (1899), Buick Manufacturing Co. (1902) and Buick Motor Co. (Incorporated May 19, 1903), all in Detroit. These companies produced engines for power boats and stationary applications. And by 1901 a horseless carriage, referred to in letters as "The Buick Automobile," was in existence. David Buick tried to sell it that year to his former engineer, Walter Marr, for \$300. Marr held out and got it for \$225. Marr had, in all probability, built the car for Buick.

Its founder had produced only two cars in three years of trying. David Buick though an inventor of merit, generally was considered a dreamer. The company was in debt, its engineer had just left, and the firm's financial backer wanted to bail out.

Buick and his engineers argued often. Marr later said he worked for David Buick three times, and each time the company had a different name. But between Buick, Marr and another engineer, Eugene Richard, the sensational valve-in-head engine was developed. It was powerful, reliable, and developed more horsepower with its displacement than other engines of like size then on the market. Eventually the entire industry would make use of the principle. But in 1903, David Buick had neither the manpower nor money to fully develop it. That year, Buick's financial backer, Benjamin Briscoe, Jr., sold his interest in Buick to a group of wagon makers in Flint, Mich., 60 miles north of Detroit. Eighteen years later, Briscoe observed that Buick's success story was "so fraught with romance that it made the Arabian Nights tales look commonplace."

On September 11, 1903, James H. Whiting, manager of the Flint Wagon Works, announced that wagon works directors had brought the Buick company and planned to move it (bag, baggage and David Buick) from Detroit to Flint. A one-story brick factory on W. Kearsley Street in Flint was in operation, building engines, by December. On January 22, 1904, Buick Motor Co. Of Detroit was dissolved and on January 30, 1904, Buick Motor Co. Of Flint was incorporated.

In the summer of 1904, the company built the first Flint Buick. Walter Marr, back again as chief engineer, and Thomas Buick, David Buick's son, took it on a test run to Detroit and back. The test was so successful that Whiting's group ordered production to start. Buick began production with the Model B that summer and built 37 cars by the end of 1904. When the company ran into financial problems that fall, Whiting turned to one of Flint's other carriage builders for help.



1904 Buick Model B

The man was William C. "Billy" Durant, Flint's carriage "king." Grandson of a Michigan governor, Durant had gotten into the vehicle business almost on whim. One evening in 1886, he saw an attractive horse-drawn road cart on the streets of Flint. The next night, he took the train to Coldwater, Mich., where the cart was manufactured, and bought the rights to build it. That year he started the Flint Road Cart Co. By 1900, the firm, renamed the Durant-Dort Carriage Co., was the largest producer of horse-drawn vehicles in the country.

Durant didn't particularly like automobiles — he was no different from most carriage men in that opinion. But he was a strong supporter of Flint, and he knew a "self-seller" when he saw one. The Buick, he observed, drew plenty of attention because it could climb hills and run through mud like no other car he had ever seen. If automobiles could be this good, he thought, then maybe it was time to switch from the horse-and-buggy business to automobiles.

Once Durant made the decision, Buick's success was assured. No one could raise money, sell products and plan big organizations like Billy Durant. He went to the 1905 New York Auto Show and took orders for 1,000 Buicks before the company had built 40.

He moved Buick assembly briefly from Flint to Jackson, Mich., in 1905 (building more than 700 Model Cs there that year) while he gathered money from Flint banks and businessmen to build the largest assembly facility in the country on Flint's north side. He persuaded Charles Stewart Mott (later a GM director for 60 years) to move his axle business from Utica, N.Y., to Flint to build axles for Buick. He promoted Buicks across the country, using Durant-Dort carriage outlets and salespeople as the nucleus of a giant distribution system.

He created a racing team — with stars such as Louis Chevrolet and Wild Bob Burmann — that won 500 trophies from 1908 to 1910.

The success of Buick engines was evident on the race tracks (including 1909 successes at Indianapolis Motor Speedway in its inaugural year — two years before the Indy 500 started), and in endurance tests across the country and around the world. Buick was the only car to complete a 1,000-mile Chicago to New York relay race in 1906; a Buick was the first car to travel across South America, driven from Buenos Aires, Argentina, over the Andes to Santiago, Chile, in 1914. Buicks won hill-climbs across the country — including one in 1904 with one of the first 40 Buicks ever built.

In 1908, with production totalling a little more than 8000, Buick led the country in production. Durant had made the transition from the biggest seller of buggies to biggest seller of automobiles. And, on Buick's success, Durant created a holding company that year. He called it General Motors. Durant first engaged in merger talks with other producers in the low-price field, including Henry Ford and Ransom Olds, who then headed REO.

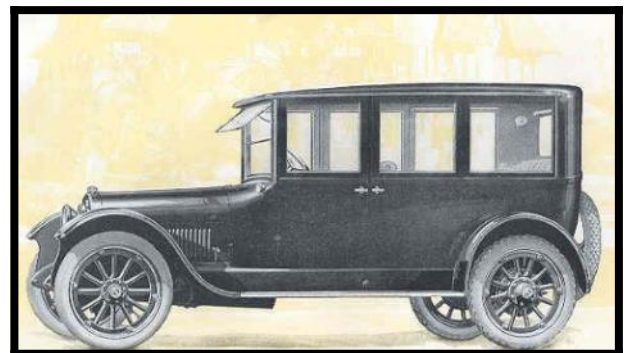


1908 Buick Model F

Then, when those talks failed, Durant created GM as a holding company Sept. 16, 1908, and quickly pulled first Buick, then Oldsmobile, into the organization. Then he added Cadillac and Oakland (forerunner of Pontiac) and dozens of parts supplier businesses — including AC Spark Plug, which he helped create with Albert Champion (whose initials formed the division's name).

Durant became financially overextended as he pulled more than 30 companies under the GM umbrella in 1908-10. He lost control of GM to a financial group in 1910. He and Louis Chevrolet developed the Chevrolet company the following year, and Durant used Chevrolet to regain control of GM in 1915-16.

Buick's star climbed steadily during the roaring twenties, with production reaching more than 260,000 units in 1926. The car's reliability was world famous. In 1923, the famous writer-traveler Lowell Thomas used a Buick in the first automotive expedition into Afghanistan. Two years later, Buicks won trophies in a series of Leningrad-to-Moscow endurance and reliability runs — beating more than 40 cars from throughout the world.



1920 Buick 4-Door Sedan

Also in 1925, a Buick was taken around the world without a driver — to show the reliability of Buick's and GM Export's service operations worldwide. The car, driven by dealer representatives in various countries, went to England, the Netherlands, Belgium, France, Egypt, by trans-desert convoy to Damascus, Baghdad and Basra, through India and Ceylon, across Australia, and then from San Francisco to New York.

Being a maker of premium automobiles, Buick was harder hit by the great depression than most of its competitors. In 1933, production plummeted to a little more than 40,000 units. By late that year, Harlow H. Curtice, the 39-year-old president of AC Spark Plug, was tapped by GM to bring Buick back to its former greatness.

A super salesman in the Durant mould, Curtice brought power and speed back to Buick. In 1934, the small Series 40 was launched. It gave exceptional performance for its price of \$865. Production that year topped 78,000.

After the war, Buick expanded its facilities under Curtice, who in late 1948 became a GM executive vice-president, a job that led to the GM presidency a few years later. But despite the fact his responsibilities now included all the car and truck divisions, he never really left Buick or Flint. He maintained his home in that city and never owned any other make of car but a Buick.



1934 Buick Series 40

Curtice was succeeded by Ivan L. Wiles, his comptroller at Buick. The postwar period was a great era for Buick in styling, engineering and sales. Sales rose rapidly, to 550,000 in 1950, to 745,000 in 1955. The first torque converter automatic transmission, Dynaflo, was introduced on the 1948 Roadmaster; a high-compression V-8 was introduced in 1953. Buick's famous vertical-pillar "toothy" grille, introduced in 1942, became more massive in the postwar era. "Hardtop convertible" styling was introduced on the 1949 Roadmaster Riviera. Buick's famous "portholes" came along that same year.

But in the late 1950s, Buick went into another tailspin because of a combination of unpopular styling, product problems, and an economic recession that helped make small cars popular. From a high of nearly three-quarters of a million cars in 1955, sales plunged to fewer than a quarter of a million units in 1959.

In 1959, Buick changed the names of its entire product line, discarding Special, Century, Limited and Roadmaster in favor of LeSabre, Invicta and Electra. Under a quality-committed new general manager, Edward D. Rollert, the Special name returned on a compact car with an aluminum V-8 in 1961. The following year, Buick offered the first production V-6 in the Special, which was named Motor Trend magazine's "Car of the Year." Its upper-series cars were also new that year and sales climbed to more than 450,000. In 1963, the Riviera, today considered a modern classic, was introduced.

Buick obviously continued throughout the 60s, 70s and 80s, but we'll leave the story here, maybe to pick up in another edition.

The Northland VCC Far North Tour....

Is alive and well!

Progress
July 2020

As it has done for the previous 47 years, it will once again be run on the first full weekend in November 2020. That is Saturday 7th November. **Put the date in your calendar now.**

As in previous years there will be a dinner at the clubrooms on Friday night 6th November. The tour will start on Saturday 7th November from the clubrooms and will travel to the Far North. The finish point will be at the same venue as last year, the Cornerstone Hall in Kerikeri where afternoon tea will be available and the Saturday Night Dinner at the same place. Cornerstone proved to be an excellent venue last year and there is plenty of accommodation in the area. We will be using the same caterers for Saturday night as last year as they proved to be so popular with those who stayed for dinner last year.

The clubrooms in Whangarei will be open on Sunday 8th November for a cuppa and a break on the way home and we may even open the parts shed if you ask nicely.

Kerikeri is only just over an hours travel from Whangarei so that also gives people an option to travel back to Whangarei for the night if they prefer.

At this time final planning is still to take place for the Friday night dinner and Saturday lunch so all costs are not yet established. We expect the entry fee to remain the same as for the last several years at \$25 per vehicle and the optional Rally Plaque at \$12.

We will have entry forms once final planning is completed, but would ask if you intend to come on this long running popular tour, that you can advise if you intend to come and what meals etc you may require. This is not a firm commitment to enter and your circumstances may change, but it will assist us greatly in planning the event and with catering numbers.

If you could reply to nvccrally@gmail.com with the details below it would be appreciated.

Name, Branch and numbers attending Fri Dinner, Sat Lunch and Sat Dinner. Also if you wish to purchase a rally plaque.

Best Regards,

Ron Anderson

Chair NVCC

NAME: BRANCH:

No. Attending . Friday Dinner:..... Sat Lunch: Sat Dinner

Number of rally plaques required?

Lotus offers special heritage liveries

Only 100 cars will get to wear colours made famous by racers such as Moss, Andretti, Hill and Fittipaldi

selling sports cars in heritage racing liveries certainly has worked for Ford with its GT, and now Lotus is giving that marketing effort a go with the Elise Classic Heritage Editions.

To enhance the exclusivity, Lotus said only 100 cars will be produced in 4 colour combinations:

- The black and gold of the Type 72D driven to 5 victories during the 1972 Formula 1 season by Emerson Fittipaldi
- The red, white and gold of the Type 49B driven by Graham Hill in 1968.
- The blue, red and silver of the Type 81 driven in 1980 by Nigel Mansell, Elio de Angelis and Mario Andretti.
- The blue and white of the Type 18, the first Lotus to win pole position and driven to that position at Monaco in 1960 by Stirling Moss



The Emerson Fittipaldi scheme



The Graham Hill scheme



The Nigel Mansell scheme



The Stirling Moss Scheme

In addition to their colour schemes, Lotus says the heritage cars will have enhanced exterior and interior specification when compared to the Elise Sport 220.

Among those features is a number plaque, 1-100, with customers determining which colour scheme is the most popular, or the most exclusive.

“Motorsport success has been at the heart of the Lotus philosophy for more than seven decades, and the Elise is our iconic roadster known around the world for its exceptional ‘For The Drivers’ performance,” said Ema Forster, head of product marketing at Lotus. “What better way to celebrate than by bringing these two pillars of our brand together, launching four new Classic Heritage cars which fans will instantly recognize?”

Editor: My initial thoughts on this promotion were along the lines of: “Heavens save us from marketers” . However with a little more time to study these I think it’s a really clever idea. From the manufacturer’s point of view the costs of producing these variants is simply paint and trim work. For the owners you have a chance to be just 1 of a 100 owners of your chosen scheme. I’m drawn to the Stirling Moss scheme, but I do think the Graham Hill version is perfect. What about you?

DIFFERENTIAL GEAR RATIOS

Arnold Van Zon, explains how we've all got the wrong ratios

Progress
July 2020

When people generally talk about differential ratios, invariably the term low or high ratio comes up.

However, what they might not realise that the terminology they use is nearly always the opposite from what they mean, e.g. they say a 3.8:1 diff is higher ratio diff. compared with a 4.7:1 one.
Not so!

A gear ratio is the number of teeth of a driven gear (in this case a crown wheel) divided by the number of teeth on the driving gear (pinion). The higher the ratio, the more difference there is in the number of teeth.

Say a pinion has 10 teeth. To achieve a 3.8 ratio the crown wheel need then 38 teeth. Which means that the pinion (engine crankshaft) has to turn 3.8 times to turn the back wheels one revolution.

Consequently with a 4.7 ratio the crankshaft has to revolve 4.7 times to turn the back wheels once.

So if you want less engine revolutions per minute at a given speed you need a **LOW** ratio diff! Simple!

Arnold

Much appreciated Arnold. I for one have always been confused (no comments please!) by the terms High and Low ratio.



Differential expertise from Arnold Van Zon

Can you guess what it is yet? Quiz ANSWERS

1959 Cadillac Deville	1947 Chev Fleetline Sedan	1936 Auburn 852 Speedster
12	11	10
1920 Moon 642 Tourer	1941 Chevy Pickup	1939 De La Haye 135M
9	8	7
1915 Horstmann	11928 Clyno Royale	1936 Buick 80CX
6	5	4
1932 Morris Major LE	1931 Singer Junior	1910 Austin 7
3	2	1

New Members: Nil

New Shed: The electrical work is in progress for the new shed. A run through of the overall costs to date was presented. Still slightly under the extended budget.

Life Membership Criteria: Discussion took place regarding the criteria being considered for NSVCC Branch life members. National Office has a limited of 1 per 1000 members. Discussion took place as to as to our limit. We agreed no more than 5 Life Members. A few alterations were recommended to the draft prepared.

Auckland Grass Karting use of grounds:– Discussion took place regarding a request from the Auckland Grass Karting for the use of the grounds. One of the difficulties cited was the Resource Consent under which the club operates and with nearby neighbours, we already have received complaints in the past regarding traffic issues. The noise generated could be a problem.

Vintage Trophy: The Vintage Trophy is currently unaccounted for – anyone with knowledge as to its whereabouts please arrange its return.

Meeting visitors: Neville Gregory and Peter Lloyd attended the meeting on Monday night as visitors. Any member of the Club is entitled to attend committee meetings which are held on the last Monday of each month, commencing at 7.30 p.m.

During the course of the meeting, a number of issues were discussed including the purchase of the compressor, the hoist which is being installed in the new shed and the question of printers in the clubrooms.

AGM: Stuart Battersby to be asked to send AGM Notification via the members' email system. Nominations to be with the Secretary by 5 pm Friday 24 July 2020.

Maurice Whitham: Secretary

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 Wednesday from 7.30pm.

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

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

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

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

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

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

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