



North Shore
Vintage and
Classic Car Club

- > Your Journal
- > Your stories
- > Your photos
- > Your cars
- > Your ideas
- > Your committee

Progress:

The monthly journal of the North Shore
Vintage and Classic Car Club
May 2026

Shots from Nelson Vero Rally



Jim Hefkey in his Bricklin with Tony Sparkes as passenger



Neil Fraser in his Lotus Cortina with Richard Brampton passenger

Contents

Progress
May
2026

Club Sponsors	Page	3
Chairman's Report	Page	4
Annual General Meeting Notice	Page	5
Committee Meeting Notes	Page	6
Editor's Note	Page	7
Club Captain's Report	Page	8
NSVCC Annual General Meeting Notice	Page	9 -10
Nomination Form	Page	11
Bedford Truck	Page	12
Gaspy Update	Page	13
Candid Camera	Page	14 - 16
Birds Over Wanaka	Page	17 - 21
Club Item from Yesteryear	Page	22 - 24
Car Club Profile	Page	25 - 26
Who Wants an Austin	Page	27
Adventures of a Morris 8 – Part 2	Page	28- 31
Skinner's finds	Page	31
Club Contacts	Page	32



We are please to announce our 2026 Club Sponsors.

Please support our friends



New Zealand's Leading Supplier of Automotive Paints and Equipment to the trade.

"Discover the Difference with CARCOLORS your trusted auto paint supplier"

www.carcolors.co.nz

sales@carcolors.co.nz

09 443 1960



**Seals, parts and accessories
For pre-1980 vehicles.**

Seals, Bearings, Gaskets, Cooling, Fuel and Ignition

www.basis.co.nz

sales@basisnz.co.nz

09 869 3141



Harcourts Cooper & Co



021 027 44158

James Liu's List and Sell Referral Programme

- \$500 Gift Card to You
 - \$500 Donation to the club
 - Gold Card Discount -10% off
- Licensed Agent 2008

jamesliu@harcourts.co.nz www.jamesliu.co.nz



BNT Albany

Brakes, Clutch & Driveline, Engine, Electrical,
Performance, Oils & Chemicals, Steering & Suspension

Tools/Workshop Equipment.

Branch Manager: Kane Southgate

4 Tawa Drive, Albany

09 414 2436

bntnz.co.nz



**NEW ZEALAND'S BATTERY
SPECIALISTS**

Batteries, Chargers, Accessories

Contact Bruce Strang: 021 950 212

41A Arrenway Drive, Albany, 0632,

021 950 212 or 09 479 9420

www.hcb.co.nz

Chairperson's Report- John Higham

Progress
May
2026

Hello Members,

Wintery, wet, weather has arrived. We have had to cancel three events, two of our own, the Open Day and Posh Picnic; and put off the Hibiscus Coast Motor Club who intended to use the front field for a gymkhana and now we have the fuel "crisis". Whether it is a shortage or just significant price increases is debatable, but the government, who always know best on how us citizens should behave, are extolling us to go easy on fuel usage. But perhaps most will be "going easy" on it just because of the cost.

However, from a public perception point of view, for the Branch to be encouraging fuel use by "frivolous" nonessential motoring may not be a good look. So rallying is likely to be limited in the immediate future.

And will the price of fuel ever be down to pre US - Iran war times? Look what happened over Covid re inflation, food, etc, costs. Did we get back to pre - Covid conditions? Think about the price of take-ways and eating out as examples.

We had a slow water leak from a ruptured plastic pipe joint in the wall by the trophy cabinet that wet the wall linings and carpet. It has been attended to, and thanks to Kelvin Hawke who has expertly repaired and reinstated the gib board. It might be repainted and the trophy cabinet reinstated by the time you are reading this.

We also have had water leaks from the roof over the women's and men's toilets. An inspection has shown that the internal gully, roof lights and roofing iron in that valley are needing replacement. Repairs are underway.

Nomination forms for committee positions are on the Bar counter. Remember the Annual General Meeting on 10 June 2026.

John Higham

NOTES OF COMMITTEE MEETING 27

April 2026

Progress
May
2026

New Members: James Snaddon
Riki Hunton

AGM- formal notifications in Progress. AGM set for 10 June 2026 at 7.00 pm

Bus Relocation – There have been some issues over moving the bus.

Motion: Do not move the bus until further notice

Moved J Higham/Barb Stubbs

CARRIED

Kitchen – Mike and Jim – A number have expressed interest in helping out with morning teas. Need to get Job Description from Mike. Progress is being made to set up teams of three to be rostered, everyone to be involved in the clean-up. The numbers have grown from 35 to 70 for morning tea in the 6 years that Mike and Jim have preparing it and a special thanks for the work done by Mike and Jim over those years.

Knocked off list by George/Amenities Fee still exists – This matter was discussed with George Kear when he attended our Thursday morning catchup. Work is progressing to have our Branch 13 re-instated.

Long Membership badges – We are still required to follow National Office procedures for nominations and presentations. Possibility of having Life Members recognised in the Trophy Cabinet was briefly discussed. Life members are not really considered now as they tended to be an award when members were seriously ill. Maybe a certificate with the names recorded would suffice.

New Committee members – Must keep to the forefront – new members are still sought for the committee. We have received a number of new Nominations for the committee which is pleasing to see.

Regional Reps – No advancement of this topic – heard nothing from the Auckland Branch. We are still seeking an Upper North Island Delegate nominee.

“Sporting” mention in Constitution? - This is an item for the AGM and a formal notification as a Notice of Motion will be sent out shortly explaining the minor amendment required.

Tow truck – Need to make a call to repair it spending thousands of dollars on it, or do we quit it. It has been decided to place an article in the Progress for comments, members who are prepared to work on it.

Outside Toilet - Suggestion that a second toilet (maybe between the two sheds). Needs further consideration.

Editor's Note: Shaping Our Future Together



Progress
May
2026

Annual General Meeting Notification

It is that time of year again. Please take this Edition as a formal notification of our upcoming **Annual General Meeting (AGM)**. This is the most important meeting on our calendar, where we reflect on the past year and set the course for the next. Your presence is vital to ensure we have a quorum and that the voices of our members are heard.

Your Club, Your Input

This club belongs to every one of its members. To keep our Club community vibrant and relevant, we need your active input. Whether it's a suggestion for a new event, feedback on our current direction, or volunteering for a small role, your contribution is what keeps us moving forward. Please make an effort to attend the AGM and share your perspective.

A Plea for Content

On a related note, I am putting out a call for new contributors to **Progress**. We are incredibly grateful to the dedicated few who consistently submit articles, photos, and updates, but it's time to see some fresh names in print.

You don't need to be a professional writer—we want to hear about your latest garage projects, road trip stories, or even a quick historical tidbit you've uncovered. If you enjoy reading this magazine, please consider helping us fill its pages.

Let's ensure the next issue reflects the full diversity of our membership!

Club Captains Report – April 2026

Progress
May
2026

Coming Club Events

24 th May (Sunday) – Club run on the North Shore with a fun competitive element and finishing at a local pub for lunch . Meet at the club for a cuppa at 9.45am. With the present fuel issues still with us this run will not involve any significant motoring. A flyer will be sent with further details.

10 th June (Wednesday) – Club AGM details will be advised . We have Nomination Forms in the clubhouse and with a number of the Committee retiring we need club members to put themselves forward to take a position .

17 th June (Wednesday) – 10.00am visit to “The Garage” classic car and motorcycle collection in Millwater. Numbers are restricted to maximum of 30 people so you will need to contact John Castle (021957032) to register your interest. We will be meeting on site and further details will be advised.

23 rd August (Sunday) Daffodil Rally for Cancer 2026 Other 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



Calling notice NSVCC Annual General Meeting: 7.00pm Wednesday June 10th

Including Formal Notice of Motion to amend our Branch Constitution.

Reports, Questions and Discussion, Awards, Committee Elections and Constitution Update.

All members are cordially invited to attend our 2026 AGM. Typically, the AGM gives members a chance to hear reports from the Chairman, Treasurer, Club Captain and to question those reports (and indeed to raise any other questions). Then, if appropriate, approve the reports. Additionally, we present various awards to Branch Members.

Each year we must re-appoint members of the committee and recruit new members to the committee. The appointment of new committee members is hugely important for the branch. Without new ideas, new energy we will not continue to thrive and once again we are hoping that many of our members will offer their services. No matter your background or experience, your energy, ideas and commitment will be of huge benefit to the branch.



Nomination Forms for Committee Members are available in the clubhouse and MUST be submitted by 7pm on Friday 5th June.

NOW.. Is your time to shine.
Please join our committee now.

Formal Notice of Motion. Amendment to our constitution.

We (as all other branches) have received advice from Head Office, that we must make a minor amendment to our constitution to adhere to IRD Regulations and maintain our Income Tax exemption status.

Background

We recently received an email from Head Office, which, is shown below:

“Dear Branch Secretary,

The Club has recently become aware of an amendment that all Branches will need to make in their Branch Constitution to be compliant with the IRD for our income tax exemption as an amateur sports promoter under section 46 of the Income Tax Act 2007.

The amendment relates to the Winding Up Clause in your Branch Constitution. In most Branch Constitutions it will be Clause 25.2. (In NSVCC Constitution Clause 39 is appropriate)

Each Branch will need to include the addition of ‘sporting’ as the specification for a not-for-profit organisation as an option to donate the Branch property to. A charitable organisation is still an option; it is just that if a not-for-profit organisation is to be considered as an option for donation of Branch property, then it must be a sporting not-for-profit to meet the Club’s tax exemption requirements”.

This amendment is required to the Winding-Up of sections of our Branch Constitution . Specifically, we must add a single word (“sporting”) to **Clause 39: SURPLUS ASSETS** of our constitution. Our revised Clause 39 is shown below with the addition of the single word “sporting” shown in red.

Formal Notice of Motion to amend Clause 39, SURPLUS ASSETS to comply with National Office and IRD requirements. Proposed by John Higham. Seconded by Maurice Whitham

39. SURPLUS ASSETS

*39.1 If there remains after the satisfaction of all its debts and liabilities, any Property whatsoever, such Property shall not be distributed to any Branch Members but shall be donated, as the Branch in Special General Meeting shall determine, to the Club, some other Branch or Branches of the Club or to such other non-profit, **sporting** or charitable organisation or organisations as approved by the Special General Meeting.*

As you can see this is very much a ‘technical’ amendment and is required to ensure that the Branch and Club comply with our IRD Tax Exempt status. There are no other changes required You will be asked, probably by a show of hands, to agree to this change to our constitution. Your committee recommends that you support this Notice of Motion and agree to the proposed amendment as shown above.

North Shore Vintage and Classic Car Club

AGM 7.30pm Weds 10th June 2026

Nomination for Committee

Note all Nominations must be received by the secretary no later than 7.00pm on Friday 5th June 2026

Nomination for Office

I, the undersigned,

(Name)

Hereby nominate (Name)

For the position of:

Proposer:

Secunder:

In consenting to the above nomination, I agree that I will act in accordance with the

Constitution of the 'North Shore Branch of the Vintage Car Club of NZ (INC.)

Signed By (Nominee)

NOMINEE: (Print name)

DATE:/..... /.....

BEDFORD TRUCK

Progress
May
2026

Your committee wishes to make a decision on the future of the Bedford truck and requires your input.

We are getting complaints that it is in the way of members moving their cars in and out of storage, often not being mobile under its own power. It is clear that the current chassis will not be certified as the previous welding is not compliant and it is too pitted by rust. A new chassis would be costly. But more than that, the people who have the skills to change it are not interested in doing so.

Over the past year, Stuart has been negotiating with NZTA to get the vehicle downgraded to WOF status with no progress at all. This means that even if we rebuild it, it will require expensive COFs every six months. It also will mean that few members will have the appropriate license to drive it. And given how often our other vehicles get driven, it is rarely going to go out.

We also have other vehicles being restored that will require storage in the not too distant future. These are more driver friendly cars to drive.

So please forward your opinion to us. Remember if you want to change the chassis and keep it, think about how you are going to do that.

The Committee.

Running out of fuel is a classic "head-slap" moment for any driver, but it does make for some pretty great material. Since you have a soft spot for the classics, here are a few car jokes ranging from the "senior moments" to the more modern struggles:

The Realist-My car's fuel light came on today, but I decided to ignore it. I don't need that kind of negativity in my life.

The Classic Reliability - Q: Why don't vintage car owners ever worry about running out of gas? A: Because they're usually already on the side of the road with the hood up for something else!

The Optimist - A guy is pushing his car down the road. A passerby asks, "Did you run out of gas?" The guy says, "No, I'm just trying to confuse my GPS so it doesn't know where I live."

The Heavy Foot - Q: What is the most expensive way to save five minutes on a road trip? A: Speeding toward a gas station that's ten miles away when your range says "2 miles."

The Modern Struggle - I told my wife I wanted to go somewhere expensive for our anniversary. So, I drove her to the gas station and filled the tank all the way up.

A Quick Tip for the Road- If you're ever driving an old classic and the fuel gauge starts acting a bit "optimistic," remember the old-timer's rule: The gauge is just a suggestion, but the odometer never lies.

Gaspy Update from last Monday

passed on to share...

With global fuel supply under pressure, Kiwis are starting to feel the ripple effects – higher prices and patchy supply.

Recent reporting from [Radio New Zealand](#) shows that fuel stock levels have dipped – but remain stable overall. That's how our system works: we don't hold large reserves, instead relying on a steady flow of imported fuel. When global supply is under pressure, that flow can tighten, which is why things may feel more sensitive right now – even if there's no immediate shortage.

The fuel supply flow moves slower than you might think.

Imagine a barrel of oil leaving the Middle East, bound for New Zealand – but on a bicycle. Oil tankers travel at about 12–16 knots (roughly 22–30 km/h), which is, quite literally, the speed of a bicycle. From start to finish, that journey typically takes four to seven weeks.

That delay is what we're seeing play out now. Fuel already in the system continues to arrive, but any disruption at the source takes time to fully show up.

What to expect

1. Price increases
2. Slower or uneven deliveries

Quick Prep List

1. Keep your tank above half where possible
2. Expect some cost pressure
3. Combine trips and plan ahead

Thank you to Peter Alderdice, Auckland Branch, for sharing this...

Thankfully, we have seen fuel prices ease over the last week. Let's hope that the Iranian War situation continues to ease, too.

Candid Camera

Progress
May
2026



Neville looking for a petrol cap



Ray buzzing the edges



Terry getting toe in check



Terry cleaning brake drums



Health and Safety meeting in parts shed



Two more old men sitting on the Deck Chair



Willy's getting a new Skin



Lyle checking Skin not going to be wrinkly



Head gasket job on Ray's MG



Stuart & Ray not actually putting their heads on it



That Stuart is a Wanted Man



Won't start what shall we do, fuel shortage?

Candid Camera -Continued

Progress
May
2026



Colin and Clive carrying a Skin



And on goes the Skin



And the BSA gets the new Skin



**This was snapped as Richard was instructing
the driver how to do it**

War Birds over Wanaka - Russell Ness

Progress
May
2026



Every two years the Warbirds run the Warbirds over Wanaka event. I've been a few times as my Dad was a pilot in the RNZAF. Many of the names of present-day pilots are very familiar as their parents or grandparents were the kids we played with on the various air force bases. One of the grand kids got his pilots licence at 14 and on his 16th birthday flew 16 different aircraft. As well as the old aircraft, there was an interesting display of old cars. The replica Auto Union was the star for me - powered by a 27-litre V12 Spitfire Merlin engine (a land borne aeroplane). It was driven the length of the runway and, along with a damp track, was obviously a bit of a handful judging by the tail wagging, flame spitting, throttle feathering and backfiring that was going on – very spectacular.



War Birds over Wanaka continued-

Russell Ness

The 1908 100mph MAB, powered by a 27L V12 Rolls Royce Merlin chain driven engine that also powered the Centurion Tank. This also ran the length of the runway with the driver and engineer very exposed.



War Birds over Wanaka continued- Russell Ness

Progress
May
2026



The 1907 Sizaire et Naudin described here is a remarkable French "voiturette," or light racing car, that arrived in New Zealand over a century ago. At the time of its construction, it was exceptionally advanced, featuring what is considered the world's first independent front suspension. Its mechanical heart is a massive 1460cc single-cylinder engine characterized by a very long stroke and the use of two spark plugs. Rather than a conventional gearbox, the car utilizes an ingenious pinion-changing system integrated into the rear axle to provide three forward speeds and one reverse, and it even featured an early form of variable valve timing. The car's history in New Zealand is as colorful as its engineering. Its first owner, R.O. Dixon of North Canterbury, was a pioneer of local motorsport, winning early races held on beaches and horse tracks.

By the 1950s, the car had fallen into disrepair on the Dixon family farm, where its bonnet was discovered being used as a dog kennel. The engine had a different fate entirely, eventually being located on the Whanganui River where it was powering a 130-year-old Māori canoe.

Bob Turnbull of Ophir purchased the remains and spent years on a meticulous restoration, completing it in 1965 for an international rally. An engineer who helped develop the Hamilton Jet unit, Bob was known for his technical resourcefulness, once even fashioning a replacement valve from an old sawmill motor. He maintained a correspondence with the car's inventor, Maurice Sizaire, and used the vehicle for everything from local grocery runs to high-speed adventures across the South Island. Today, the car is owned by Allan Dippie and remains the only example of its kind in the country, serving as a significant link to the earliest days of automotive innovation and New Zealand's racing heritage.



Austin For Richard



Fire Engine

Birds over Wanaka continued- Russell Ness

Progress
May
2026



Flathead V8 Tractor



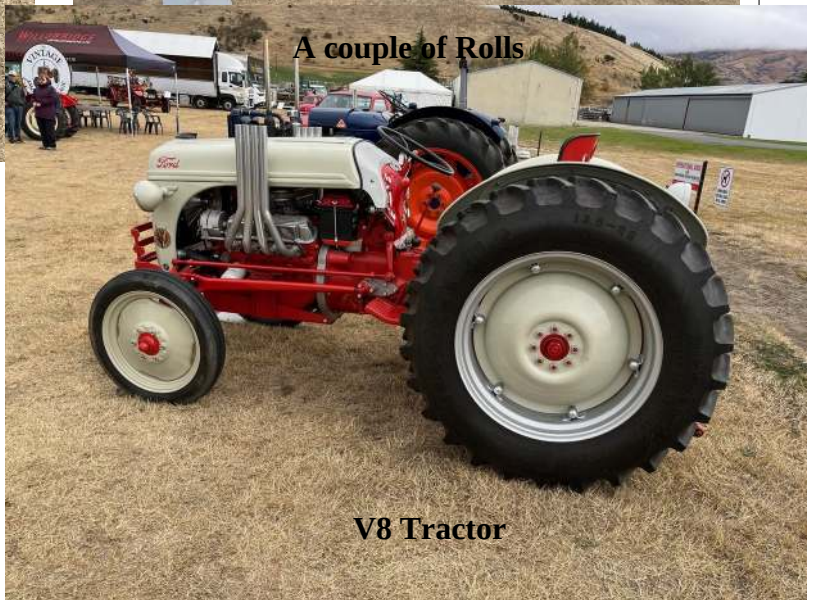
Ford Twin Spinner Fire Fighter



Lagonda



A couple of Rolls



V8 Tractor

War Birds over Wanaka continued- Russell Ness

Progress
May
2026



The 1913 Talbot

represents a pinnacle of early British automotive engineering, manufactured by Clement-Talbot in North Kensington, London. This formidable machine is powered by a 25 horsepower, 4.5-litre four-cylinder engine featuring magneto ignition and a pressure lubrication system. Its drivetrain utilizes a traditional cone clutch paired with a four-speed gate change gearbox, a robust setup for a car of its era.

This specific model holds a prestigious place in motoring history as the first car ever to travel more than 100 miles within a single hour. This groundbreaking record was set on Saturday, 15th February 1913, at the 2.75-mile Brooklands

Banked Oval Race Track in Surrey, England. The 32-year-old racing driver Percy Lambert steered the Talbot—specially prepared with a faired radiator cowl and stripped paneling—to a total distance of 103.76 miles in sixty minutes.

Tragically, the story of this record-breaking car is also marked by loss. On 21st October 1913, while Percy was on target to set a new record of more than 110 miles, a tyre exploded during his 21st lap, leading to a fatal accident. Despite this tragedy, the 1913 Talbot remains an enduring symbol of the pursuit of speed and the legendary status of the Brooklands circuit.



Straight 6 Tractor

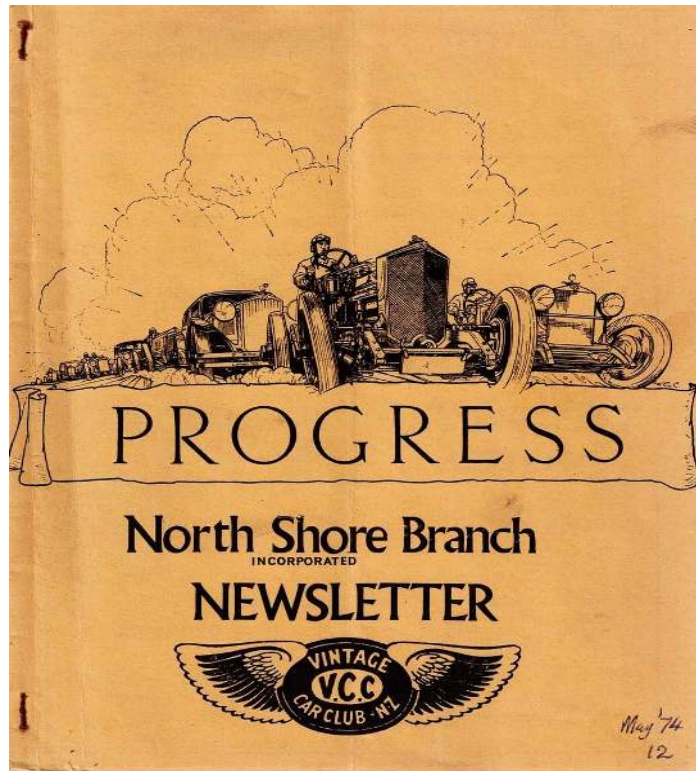
**And a cold old bloke
from the North (who
wouldn't have missed it
for the world!).The
Author**



Club Item from Yesteryear

Progress May 1974

Progress
May
2026



LYNX Motor Bodies Limited

51 Barrys Point Road, Takapuna
Phone: 493-800

*Panel Beaters all classes of work
*New panel work for vintage cars a speciality.

R. (Dick) Stanley, Proprietor, NZVCC Member.



DEEPACRE MOTEL..

- * FAMILY UNITS
- * EXECUTIVE UNITS
- * HOT POOL
- * PLAYGROUND
- * GAMES ROOM
- * BOATS FOR HIRE



Situated on the banks of Lake Pupuke, overlooking the Hauraki Gulf. Close Takapuna City & beach. 10 mins. to Auckland G.P.O.
7 - 9 Kilmarey Street, Takapuna.
Phone 495-603.

Proprietor - Hugh Macdonald
Member NZVCC

ESQUIRE

Menswear
Devonport and Takapuna.

- * Quality vintage car clothing.
- * Capes and Long Johns.
- * Deer Stalkers.



When your restoration has cost you the last shirt off your back - Buy the new one from us.

Brian Johnson, Member NZVCC.
Ph.453-142 & 498-682.

FRANK ALLEN'S Tyre Service LIMITED



207 Archers Road, Takapuna.
Phone: 447-019

- * Complete tyre service.
- * Special stocks of vintage sizes.
- * Expert fitting and technical advice service.

F. De LATOUR MOTORS LTD.



on the main road, Albany

- * Full mechanical service all types of vehicles.
- * Oil, Petrol, Lubrication.
- * 7 days' service.
- * Special restoration work undertaken and organised.
- * Steam cleaning.

Phone: ALY 666, ALY 667.
Frank De Latour, Proprietor, Member NZVCC.



Master Distributors For

TIMKEN® - Tapered Roller Bearings

R H P - Ransome, Hoffman, Pollard ball & roller bearings.

Consult us for your vintage bearing problem - International and N.Z. wide searching service with complete technical advice.

Write: Dept. GM.1, Box 9439, Newmarket, Auckland.

or Phone 546-965, 541-339.

Address: 16 St. Marks Rd., Newmarket, Auckland.

COMING EVENTS

May 26th Sunday.

NORTH SHORE BRANCH Monthly Run.
Starting at Takapuna Car Park at 12.30 pm.

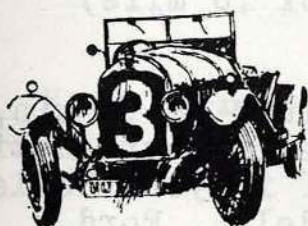
June 1st 2nd.

The 16th WAIKATO DOUBLE 50 Annual Rally.

The Waikato Veteran and Vintage Car Club
are running the 'Double 50' on June the
1st and 2nd.

Interested parties should contact the
North Shore Branch secretary promptly as
entries close on May 22nd 1974.

A Comprehensive Catalogue has been
prepared for the Saturday morning Auction,
see the more interesting excerpts below.



1928 Austin Tourer. Mechanicals restored,
and is a runner. Body has had a lot
of panel work done, and only needs
finishing.

1910 Renault. 90% complete with a tourer
body in good condition.

1922 Model T. Ford Delivery Van. Body
original and good for pattern only.

One pram dated 1850

One lawnmower dated 1860

The list of individual parts is surpris-
ingly comprehensive and varied and con-
tains many sought after items.

Continued.

Club Item from Yesteryear
Progress May 1974- continued

Progress
May
2026

COMING EVENTS. Cont.

19th October. The ASHBURTON BRANCH will be holding
an all day MOTOR CYCLE Rally on the
19th October 1974.

Entry forms will be available as from
the 1st September.

Contact; Grahame Thompson,
69 Eaton Street,
Ashburton.

ENTRY FORM for the 1st NORTH SHORE HILL CLIMB.
Hungary Creek Road, PUHOI.
15th JUNE 1974.

Entries close 5th June 1974. NO LATE ENTRIES!!

Name of entrant:

Address:

Phone No.

Name of Driver:

Address:

Phone No.

Vehicle (s) entered: Make:

Year:

Type:

SIGNED:

Entry fee of \$3.00 herewith. Send to Brian Johnston.
30 Jubilee Ave.
DEVONPORT.

5.

"Car Club Profile: North Island Model A FORD"

Progress
May
2026

This is a transcript of the article from the February 1993 issue of NZ Classic Car, titled "Car Club Profile: North Island Model A FORD" by Paul Smith.



"Can you still get tyres?" or "Is it hard to find parts?" and "I used to have one when..." are questions and comments frequently heard by many old car enthusiasts.

Model A Ford owners are no exception, however they are fortunate enough to have one of the most popular and plentiful vehicles in the vintage car movement.

The first Model A's rolled off the US production lines on October 20th 1927, before being formally announced to the public on November 26th. Some five million were produced, with around 250,000 right hand drive versions, built at the Walkerville plant in Canada, for export. Production ceased late in 1931 with factories readying for the V8.

The New Zealand public first saw their Model A Fords in May 1928. They were imported from Canada fully built up, and distributed by the Colonial Motor Company in Wellington, selling for between £199 and £250. Current records show more than 1500 owners, many with more than one vehicle still in existence today.

The Auckland based North Island Model A Ford Club (NIMAFC) had its beginnings with just 17 members back in August of 1972. Initially it was known as the Auckland Model A Ford Club. The club's aims are simply to "Assist members with the

restoration and preservation of the Model A Ford" and to promote "its use with the emphasis on family participation". Founder Chairman Alan Minson, and Secretary Bob Pipe are still members of the club today.

Current membership stands around the 100 mark, with a strong following of Aucklanders, but also members from the Waikato, and from throughout the North Island. Vehicles owned range from the more common Roadsters and Sedans to rare models like Joe Hayes' 1931 Deluxe Phaeton.

Over the years club members have taken on some memorable journeys, the largest in 1981, when a six week 4,500 mile tour was undertaken by six Model A's round the South Island. Then in 1984, 13 vehicles, many towing caravans or campers, travelled round East Cape and back via Waikaremoana. 1986 saw 10 families travel north to stay at the top of NZ. Blenheim 1989, and NZ's second National Meet (120 entries), saw a number of members attend with many continuing on trips further south.

Regular monthly club night meetings are held, on the first Monday of each month, often at members' houses, or places of interest. Club outings, runs and rallies also take place monthly, usually on the 3rd Sunday, and these can often attract up to 20 or more families and their vehicles, some travelling from Warkworth or Hamilton to attend events. The club also takes part in many promotions and displays, and produces a monthly magazine featuring general and technical information.

1993 will see the club's 21st anniversary celebrations, and members are currently in the depths of organising NZ's 3rd National Model A Rally, which will take place in Hamilton over Easter weekend. Already over 180 Model A's and enthusiasts are entered, including a number from Australia, Canada and the USA. The event looks like being the largest rally of one make/model vintage car groups held in this country, and possibly the largest gathering of Model A's outside the USA.

Paul Smith. (Thankyou for colour photo-Ed)
For further information on the North Island Model A Ford Club, contact John Castle 09 479 4135 or write to PO Box 57017 Owairaka, Auckland. For more information on the 3rd National Model A Ford Rally, contact Lesley Geayley 09 238 4454 or write to PO Box 15347, Auckland.(these days contact John , myself or <https://www.modelafordclub.co.nz>-Ed



"Can you still get tyres?" or "Is it hard to find parts?" and "I used to have one when..." are questions and comments frequently heard by many old car enthusiasts.

Model A Ford owners are no exception, however they are fortunate enough to have one of the most popular and plentiful vehicles in the vintage car movement.

The first Model A's rolled off the US production lines on October 26th 1927, before being formally introduced to the public on November 26th. Some five million were produced, with around 250,000 right hand drive versions, built at the Walkerville plant in Canada, for export. Production ceased late in 1931 with factories retooling for the V8.

The New Zealand public first saw their Model A Fords in May 1928. They were imported from Canada fully built up, and distributed by the Colonial Motor Company in Wellington, selling for between £199 and £290. Current records show more than 1500 owners, many with more than one vehicle still in existence today.

The Auckland based North Island Model A Ford Club (NIMAF) had its beginnings with just 17 members back in August of 1972. Initially it was known as the Auckland Model A Ford Club. The club's 1989 and NZ's second National Meet (120 entries), saw a number of members attend

Car Club PROFILE North Island Model A FORD

restoration and preservation of the Model A Ford" and to promote "its use with the emphasis on family participation". Founder Chairman Alan Minson, and Secretary Bob Pipe are still members of the club today.

Current membership stands around the 100 mark, with a strong following of Aucklanders, but also members from the Waikato, and from throughout the North Island. Vehicles owned range from the more common Roadsters and Sedans to rare models like Joe Hayes' 1931 Deluxe Phaeton.

Over the years club members have taken on some memorable journeys, the largest in 1981, when a six week 4,500 mile tour was undertaken by six Model A's round the South Island. Then in 1984, 13 vehicles, many towing caravans or campers, travelled round East Cape and back via Waikaremoana. 1986 saw 10 families travel north to stay at the top of NZ. Blenheim 1989, and NZ's second National Meet (120 entries), saw a number of members attend

with many continuing on trips further south.

Regular monthly club night meetings are held, on the first Monday of each month, often at members' houses, or places of interest. Club outings, runs and rallies also take place monthly, usually on the 3rd Sunday, and these can often attract up to 20 or more families and their vehicles, some travelling from Warkworth or Hamilton to attend events. The club also takes part in many promotions and displays, and produces a monthly magazine featuring general and technical information.

1993 will see the club's 21st anniversary celebrations, and members are currently in the depths of organising NZ's 3rd National Model A Rally, which will take place in Hamilton over Easter weekend. Already over 180 Model A's and enthusiasts are entered, including a number from Australia, Canada and the USA. The event looks like being the largest rally of one make/model vintage car groups held in this country, and possibly the largest gathering of Model A's outside the USA.

Paul Smith, contact John Castle 09 479 4135 or write to PO Box 57017 Owairaka, Auckland. For more information on the 3rd National Model A Ford Rally, contact Lesley Geayley 09 238 4454 or write to PO Box 15347, Auckland.

Who Wants an Austin ?

Progress
May
2026



In May 1952, the waters of Vancouver's English Bay became the final resting place for 22 brand-new British automobiles—not due to a tragic accident, but as a calculated move to protect a brand's reputation.

The saga began when the Dutch freighter *Dongedyk* arrived in Vancouver harbor carrying 50 Austin A40 cars and trucks intended for Fred Deeley Motors, the most successful Austin distributor in British Columbia. Disaster struck on April 28 when a fire broke out on the ship. While the flames themselves were contained, the fireboats' efforts to save the vessel drenched the cargo in salt water.

Rather than risk selling compromised vehicles to the public, Austin executives made a drastic decision: they would dump the most damaged cars into the sea. They wanted to ensure that no customer would ever have to worry that their "new" Austin was a fire-damaged lemon.



On May 9, 1952, under the watchful eyes of customs officials, 22 Austin A40s were stripped of their tires and batteries, loaded onto a barge, and towed to the entrance of Howe Sound. One by one, they were pulled into the depths. The *Vancouver Sun* even issued a stern warning to would-be salvagers, noting that the cars were still legally the

property of the company and no duty had been paid on them. To this day, the skeletal remains of these Austins are believed to rest undisturbed on the ocean floor, a ghostly underwater showroom created in the name of quality control

Adventures of a Morris 8 (1936 Series 1)

Progress
May
2026

Part 2.

Our first brush with the kind and helpful gentlemen in blue occurred on the very first evening. There being no official events after the registration, having checked into our motel, we drove around Nelson looking for somewhere to eat. After a good roast meal with dessert (Sticky date pudding, which was free after 6.00pm with the roast) and a very good beer, we were driving gently back to the motel when we were signalled to stop by a police car. We (I won't say who was driving) had forgotten to switch the lights on. The kind policemen were very understanding, and fortunately did not notice that switching on the headlights made almost no difference to our ability to see ahead.

There were other happenings on the Wednesday evening.



When we arrived back at our Motel after the run, a young lady (well, from our perspective she was young) admired the car and then told us that she had passed her driving test in a Morris 8. This warranted both a photograph and a drive down to, round the nearest roundabout and back.

Having been lent a second booster starter by Stuart (due to a failure to recharge ours one evening), we were concerned to find that it was not in the car after the 'Car Park Car Show'. There was some confusion over its return, all due to the usual incomprehensible messages we received from Stuart. (That's our story and we are sticking to it.)



The Boulder Bank

Boulder Bank the car was sitting quietly, still emitting smoke. We could not, at first work out what was wrong, but on closer examination discovered that it was the Stanley Steamer. A rather different set of controls – a lot of taps and unfamiliar gauges.

On the short run to the Nelson Boulder Bank we were overtaken by a large vintage car, travelling at great speed and belching out clouds of white smoke. When we arrived at the

Adventures of a Morris 8 (1936 Series 1)

Part 2. -continued

Progress
May
2026



Stanley Steamer

After the Boulder Bank we toured through parts of Nelson, giving us remarkable views towards the Barnicote Hills behind the town and in the other direction, over the port, before heading to the site of the "Relay Challenge". Note that there is no mention of the word 'race' as this would have incurred many rules and regulations. Three North



Shore Branch cars were entered. A Buckler (apologies, I cannot recall the owners name) and the hoons, Jim Heffkey in his Bricklin and Neil Fraser in the Lotus Cortina – both allocated to the same team. The track had speed limits in various places, with a speed gun roaming around the deduct laps from those who went too fast and there were 5 teams with about 21 members each who had to do as many laps as possible and also some pit stops where various tasks had to be undertaken within the 4 hour time allocation.



The spectators arrived during the lunch break, but the afternoon grid was already lined up and it was no surprise to see the Bricklin in the front row of the grid. The other team members were resting, receiving encouragement from other North Shore members, but one co-driver/navigator was unhappy at going out again. "The Red Mist comes down" she said and clearly was not willing to go out again. Another Navigator was needed and one idiot volunteered.

Adventures of a Morris 8 (1936 Series 1)

Progress
May
2026

Part 2. -continued

This in order to avoid a 'domestic'. Jim (with a fully co-operative co-driver) put in an outstanding stint and then the Lotus Cortina rocketed off the line (actually it didn't, because there was a severe speed limit until the track was reached, but it sounds better than 'The Lotus Cortina crept slowly onto the track'). Provided with a sat-nav app on Neil's phone, the duty of the Navigator was to read out the speed, so that the speed limits were adhered to. Well, actually, since a 5 kpm buffer was allowed the car was driven at the maximum of 55 kpm (and maybe a little faster when the speed camera had been passed). This went well for the first three laps, then the sat-nav stopped working. This was not due to the incompetence of the smartphone illiterate Navigator, but to the stinginess of the driver, who had loaded a free demo programme, and it ran out of free time. However this did not matter



because on the remaining laps, as the speed recorder flashed up the pace of the car, we passed it at exactly 55kpm. One of the participants was the Auckland Branch 1912 Renault Charabanc, and Neil and Christine Fraser and Richard completed 3 laps as passengers.

On one straight the Charabanc recorded 34 kpm! Then it was time for the results. Was it surprising that the hoons' team recorded the most laps? Probably not, but that they recorded no speeding fines (2 laps deducted for each offence) certainly was.



Congratulations to them and to the rest of the team. At some stage during the week the cry was heard "Bruce Skinner has arrived". After several trials and tribulations en route, Bruce made it in the mighty Pierce Arrow and it was good to see it at the Saturday car show. The show started with a little drizzle – the first rain all week – but that did not deter a good crowd and a huge number of rally cars, augmented by some



local cars that had not attended the rally. An interesting Volvo P1800 Sports Estate caught my eye – I didn't know they had made such a model, apparently the first Volvo Estate. Unfortunately I cannot find the photo I took, but here is a googled one. I looked for the North Shore Volvo Amazon to compare them, but could not find it.

Adventures of a Morris 8 (1936 Series 1)

Progress
May
2026

Part 2.-continued



And then, during the car show morning, the news came through that the Bluebridge Connemara, our Sunday lunchtime ferry, was out of action and our crossing was cancelled. Being smartphone dinosaurs it was a long time later, after the smartphone whizzkids had booked all the available places that we were finally able to confirm a crossing, but not until Thursday, the 9.00pm sailing. And so began the final and interesting part of the Odyssey.

During the rally the Morris began to start on the starter, without the booster, even occasionally first thing in the morning. Then, for no apparent reason it would not start without the booster. However, this suggested to us that the dynamo must be working, and that the battery was capable of holding some charge. This was very frustrating, but later.....

See Part 3 in next month's Progress for the answer to this conundrum.

Skinner's Finds

1931 Reo Royale



Ransom Eli Olds decided to outdo his own legacy. While contemporaries were still building upright, boxy machines, Olds commissioned Amos Northup to craft a masterpiece of early aerodynamics. Its flowing fenders and slanted radiator shell predated the industry's shift toward streamlining by years, making it a true pioneer of 1930s design.

Beneath that Midnight Navy exterior sat a mechanical marvel: a 125-hp straight-eight engine featuring a nine-bearing crankshaft. It was over-engineered for incredible smoothness, yet its launch at the height of the Great

Depression ensured it remained an ultra-rare sight. Finding a Royale today is a brush with automotive royalty, offering a level of sophistication and technical ambition that makes even the prestigious Packards of the era seem almost conventional.

Contacts

Club Address: 40 Masons Rd, Albany, 0632

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

Vice-Chairman: Terry Flude: 021 958 678

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

GENERAL COMMITTEE Members:

Stuart Battersby: 022 471 2759

Julie Croft : 021 126 7818

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120

Jim Hefkey :027 286 9593

OTHER CLUB OFFICERS (Non Committee)

Editor Progress Magazine: Wade Alexander: 027 272 2130 or wadeyboy@xtra.co.nz

Members' Garage Manager: Kevin Lord 027 235 0142 or kruizn@xtra.co.nz

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.

This magazine is published by the North Shore Branch, Vintage Car Club of New Zealand Incorporated, also known as The North Shore Vintage and Classic Car Club. THE INFORMATION IN THIS MAGAZINE IS SUPPLIED AS A SERVICE TO MEMBERS. ARTICLES OF INTEREST ARE ALWAYS WELCOMED. THE OPINIONS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE AUTHORS AND THE CLUB ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF ANY ARTICLES OR STATEMENTS HEREIN. All rights reserved. No part of this magazine may be reproduced in any form or by any means, electronic or mechanical without permission in writing from the copyright holder