



North Shore  
Vintage Car Club

- > Your journal
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# Progress:

The monthly journal of the  
North Shore Vintage Car Club  
September 2021



A warm welcome to our September edition of Progress magazine. Gosh we have been through the mill over the last few weeks! I do hope that everyone is managing, especially those over in the West who have been hit by the dreadful floods.

Current Covid restrictions mean that we will be unable to print our magazine this month. If you live near to someone who is unable to receive emails we really would appreciate it if you could print a local copy and push it through their letter box, whilst on your 'exercise' walk. Do not go out of your way, or breach any Lockdown rules or protocols.

I know we have perhaps had enough of sobering statistics but nonetheless here are some more from our recent National AGM: 17% of members are over 80 years old and based on current mortality rates in New Zealand are likely to no longer be in the club in 5-10 years. 40% of members are aged between 70-79 years so are likely to no longer be in the club in 10-15 years. 27% are aged between 60-70 years and are likely to no longer be in the club within 15-20 years. Meaning that only 16% are less than 60. It seems very likely then that we could lose 80+% of our membership in the next 20 years. We will be no different in our branch. Whether or not we can recruit sufficient new members to remain viable, remains to be seen.

Thanks again to our wonderful contributors. Your support is vital.

*Stuart Battersby*  
*battersby56nz@gmail.com*

## In this edition:

- \* **Chairman's report** : Tony Sparkes.
- \* **Letter to the Editor**: Mike Swanton writes.
- \* **Prize winning photography**: Special portrait shots by local photographer.
- \* **Restoration Project Updates**: Moving along.
- \* **Lockdown challenger**: A quiz and car recognition challenge.
- \* **The weird and wonderful**: The Bucciali
- \* **Upcoming Events**: Mark your diaries.
- \* **Motoring landmarks**: An amazing timeline.
- \* **Focus on the marque**: Brush.
- \* **Parts shed update**: More cool stuff.
- \* **Hunua 100**: Let's get behind this one!
- **Delegates Report**: Christchurch National Executive and AGM Reports.
- \* **About Us**: Who's who and where's where.



*This month's Focus on the Marque is Brush. My first Brush sighting was this delightful 1910 Runabout.*

# Chairman's Report: Tony Sparkes

August 2021

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Here we are again and I suspect Auckland will be at some level of restriction for a couple more weeks yet. I hope you are all managing okay and enjoying the peace and quiet. Given the number of 'locations of interest' on the Shore, it is likely that some of you may have been affected by this latest outbreak, at least having to get tested. Hopefully, none have been infected.

Some of the project groups that we talked about at the AGM have met and started to make plans for when we get back. The new shed is getting used and set up for work. Terry Costello has done a great job installing compressed airlines around the walls. John Ellis is near to finishing a very impressive woodworking bench. We have the parts ready to lift the height of the door for the bus bay. It would be a pain to have to get 15 burly chaps in the back of it every time we wanted to take it out.

I went to the National AGM in Christchurch with Stuart Battersby a couple of weeks ago. Stuart has included his Delegates report in this issue. But I would like to say this. Everyone I spoke to I asked what they were doing to replace the members that they were inevitably losing. The answer in almost all cases was basically nothing. We don't have to agree with everything the executive and management committee are doing, but at least they have acknowledged the problem and are trying to do something.

I look forward to seeing many of you in the not too distant future. I'm missing being insulted! Look after yourselves.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman: NSVCC



*Our new custom woodworking bench, designed and built by John Ellis*

# Letters: Mike Swanton ponders a Branch rename....

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In the latest August edition of our Progress newsletter, you refer to a name change for the Hawkes Bay Club to The Hawkes Bay Vintage and Classic Car Club.

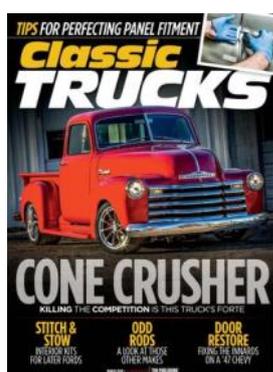
I also note that the National Club has an alternative trading name identified in their constitution where the document says that The Vintage Car Club of New Zealand Incorporated is otherwise recognised as The Historic Vehicle Authority of New Zealand.

Our Club needs an appropriate trading name in addition to its legal name; North Shore Branch, Vintage Car Club of New Zealand Incorporated. The North Shore Vintage and Classic Car Club sounds good but as our interests are more than in just cars (such as vans, trucks, buses, motorcycles and even tractors and a mobile pump) perhaps we should adopt an alternative trading name of **The North Shore Vintage and Classic Vehicle Club**.

It would be helpful if our trading name more clearly described who and what we are.

Mike Swanton

*Editor: Interesting thoughts Mike, I wonder what our readers think about that idea? You will see in my report of our meetings in Christchurch that the word "Classic" causes seemed to cause problems with many. The crux of the argument against the word 'Classic' seems to revolve around the fact that it is a very loose term; it cannot be defined as with our other classes to a particular date range (Veteran 1900-1919, Post War 1945 to 1960 etc) and that seems to bother people. My answer to "what do you mean by Classic?" would be "It means the same to me as the millions of folk that read these magazines".*



*There are probably many more around the world. I quite like the word 'Classic' BECAUSE it means many things to many people. Trying to define the word seems to defeat the very purpose of using the word.*

WHAT DO YOU THINK?

# Hibiscus Coast Photography: Portraits by accomplished photographer Roger Shearer on his recent visit.

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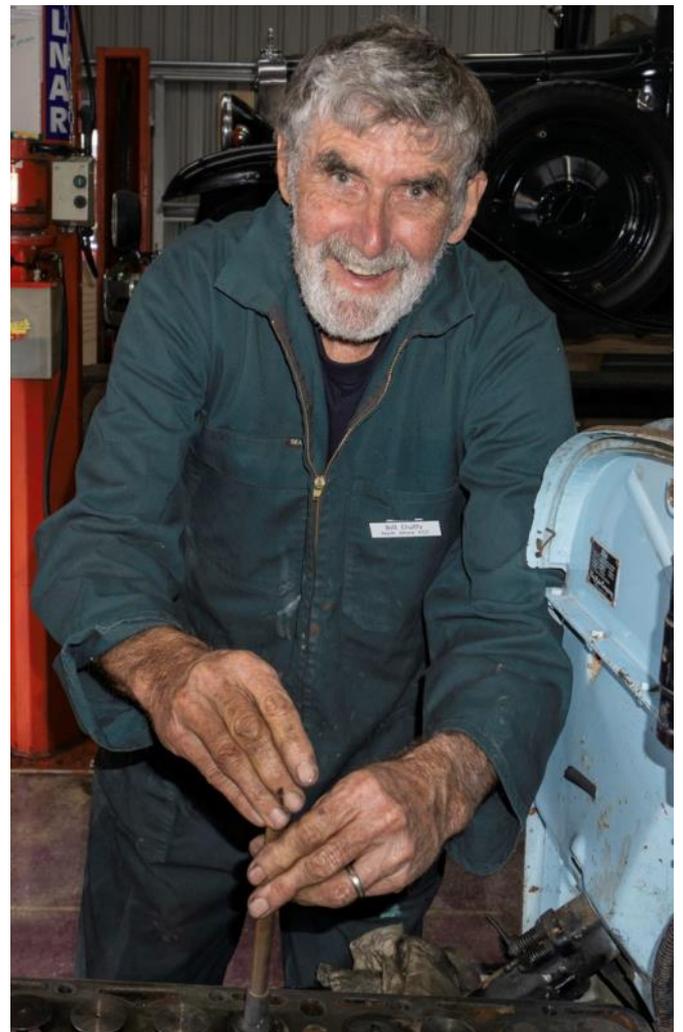
*Robert Brown working on the Model A Ford*



*Richard Ellis reads the Austin Seven workshop manual*



*Richard Bampton contemplates a ratchet socket*



*Bill Duffy sees the funny side of valve grinding*

# Restoration Projects Update

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**The Bus: Clive Sandham:** No progress this month.

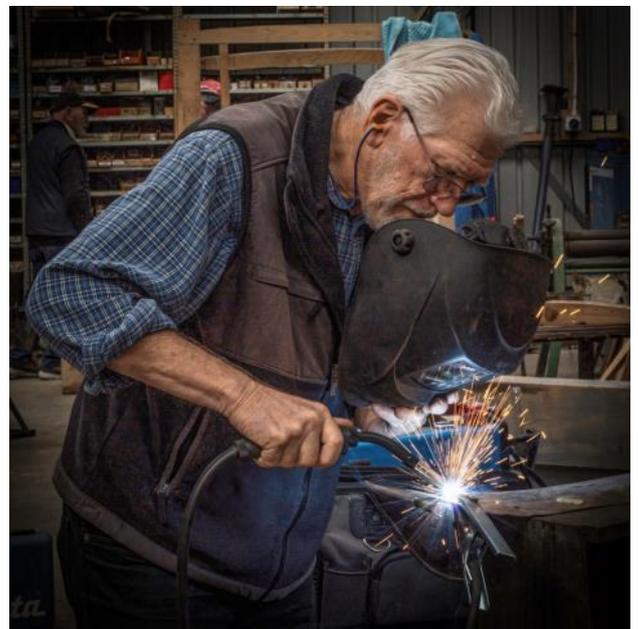
**Bedford Truck: Peter Lloyd:** We have painted and fitted the bonnet and bonnet sides, also repainting and repairing headlights. The AA signage is now on both doors, thanks truck team.

**Wolseley: Paul Collins:** The engine has been reinstalled, gearbox properly attached and Terry Flude has repaired the exhaust with some slick welding.

**BSA Van: Clive Sandham:** BSA chassis is repaired and waiting inspection. The hot rivets for chassis have arrived and a tool being made to install them. Colin is progressing well with rust repair on the scuttle. Neil Beckenham is underway on mudguard repairs with an objective of not using bog/filler on them.



*Peter Lloyd adds the final touches to the Bedford Doors*



*Colin Austen welds on the BSA Scuttle/Firewall*



*Who is that masked man?*



*The team continue to look at the Model A*

# Lockdown Puzzles: A quiz and some cars to identify.

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## Can you name the cars from the clues below?

1. A punctuation mark
2. A school monitor
3. A French Cardinal
4. Belonging to William
5. Bing Crosby's trade
6. Red Indian chief
7. Member of the cat family
8. Southern port of Britain
9. Speedy God
10. Road meets river – no bridge
11. A mountaineer
12. Instruction for rugby team
13. Flag bearing Coat of Arms
14. A comfortable recliner chair
15. Advanced Boy Scouts
16. Balmy breeze
17. Walks for pleasure
18. Maker of barrels.

## Can you name these vehicles?



# Another wonder of the motoring world:

From the research of Bruce Skinner

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Fifty years before it happened, front-wheel drive was supposed to revolutionize the American automobile industry by promising the realization of those longer, lower, and sleeker cars that many futurists and catalogue-cover artists dreamed up. Miller might have demonstrated front-wheel drive's feasibility and Cord might have shown how it'd perform in a production car, but another innovator, Paul-Albert Buccioli, took it upon himself to try to convert the rest of the industry with a single car.

He got tantalizingly close. Buccioli, who took to car making after flying in World War I and after careers as a stunt flyer and orchestra director before that, had no shortage of confidence in his abilities. With his brother Angelo, Buccioli went racing in the early 1920s and leveraged that experience into a small series of production cars, all of rather conventional design for the time. But by the middle part of the decade, after one particularly stinging loss in the Montlhéry Grand Prix, he decided front-wheel drive was the way to go. According to Griffith Borgeson's profile of Buccioli in *Automobile Quarterly*, the inventor had the company's first front-wheel-drive automobile complete and on display as early as October 1926 at the Paris Auto Salon.

"I thought of front-wheel drive, of a car into which one would descend instead of mounting," Buccioli told Borgeson. Buccioli called it the TAV - short for Traction AVant - and proceeded to file dozens of patents for the front-wheel-drive system and its supporting mechanisms.

What he and his brother didn't do, however, was go into production with the TAV. Sure, they built several TAV examples, pretty much all of which they put on display at the Paris Auto Salon and other shows around Europe.



# Another wonder of the motoring world: contd.

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They published several catalogues through the late Twenties and early Thirties advertising the Bucciali TAV. However, experts aren't sure how many cars Bucciali built during this period. Bucciali told Borgeson that the firm built 36 front-wheel-drive cars, but Borgeson also cited Bucciali expert Christian Huet, who put the number at 17. Some speculate the number could be as little as four or five.

Prior research and even original sources on Bucciali, Borgeson wrote, were "infernally infested with error, contradiction, mystification, and sheer lack of meaningful information." But the Bucciali brothers weren't so much concerned with serious auto production at the time as they were with two other objectives: perfecting the front-wheel-drive system, which is often claimed to be the first such system with independent front suspension; and licensing the design to other, larger, more established carmakers. The company didn't even body any of its front-wheel-drive cars, leaving that task up to the great French coachbuilders of the day. Nor did the brothers design any of their own engines for the cars, preferring instead to power them with Continental flathead engines with false tappet covers intended to make the engines look like more avant-garde pieces of machinery.

According to Borgeson, the V-16 that Bucciali designed and built and that made the rounds for some time after the dissolution of the company turned out to be a hollow shell stuffed with old French newspapers. *C'est la vie*. The lone V-12 Bucciali borrowed a Voisin engine.

After meeting Coldwell Johnston in 1928, the Bucciali brothers decided to try their approach in the United States. In December 1929, they landed in New York with one of their eight-cylinder TAV30s - a car that, according to Bonhams, went by the nickname La Marie - and Johnston arranged for them to meet with a parade of U.S. auto execs from Mercer, Willys, Duesenberg, Chrysler, Hupmobile, and Graham-Paige before La Marie went on display in New York.



# Another wonder of the motoring world: contd.

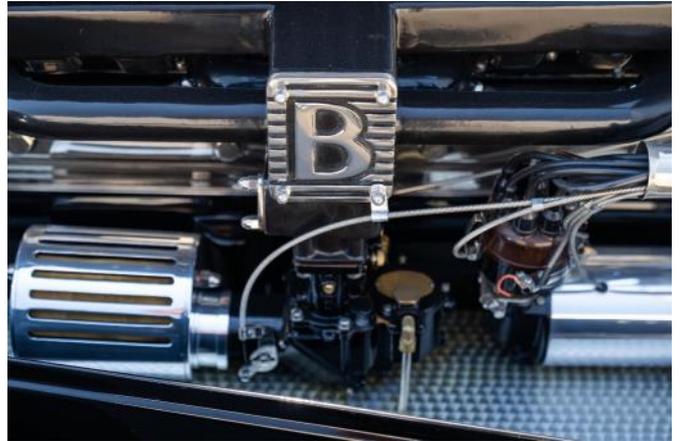
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Johnston likely was able to line up all those meetings thanks to his gift for shamelessly stretching the truth far beyond credibility.

Next, according to Bonhams, the Buccialis took La Marie to Detroit for meetings at General Motors and Chrysler, to South Bend for meetings at Studebaker, to Toledo for meetings at Willys, and to Massachusetts for meetings at DuPont Motors. The only executives who bit, however, represented Peerless; they went so far as to sign a deal with the brothers to sell Peerless cars in Paris while the company worked out how to incorporate the front-wheel-drive design into its automotive line-up.

Just one problem: Peerless only had another year or so before it would cease automobile production altogether. The Bucciali front-wheel-drive license took a back seat while company executives tried to launch their aluminium-intensive V-16. When that fell through, so did the Bucciali license agreement. Both companies called it quits on their respective automotive efforts in 1932.

In the years since, only a handful of Bucciali-badged cars have appeared on the collector car scene, among them the sole V-12, the faux V-16, and a replica TAV30. La Marie, according to Bonhams, returned to France after its whirlwind U.S. tour, appeared once more at the Paris Auto Salon, and then remained in Paul-Albert Bucciali's possession until he sold it, sans body, to Serge Pozzoli in 1960. Pozzoli sold the car in 1969 to Michigan-based collector Ray Jones who, in turn, sold it to German Bugatti collector Uwe Hucke. Hucke located a Saoutchik body from a Mercedes and adapted the chassis to fit the body before selling the car to California's Blackhawk Museum, which completed the car's restoration with the Bucciali stork hood sides.



# Upcoming Events:

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Please drop us a note if you know of an event that might be of interest to our members.

**Auckland Midweek Tourers:** My people have been talking to their people and confirm that the Auckland Branch would be delighted for us to become regular attendees at their midweek runs.

Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font. Obviously all these events are subject to Covid postponements.

## September

**September 9-11: North Island Captain's Tour:** Kaaren Smylie email nicc@vcc.org.nz.

**September 15: Auckland Midweek Tourers:** Starts from DP Drury Service Centre, Southern Motorway, 10:00 a.m. for a 10:30 a.m. start.

**September 17-20: Spring Tour: Up North to the Cape.** Call Paul Collins 027 292 2204 for details.

**September 26: Caffeine and Classics:** Smales Farm.

## October

**October 17:** Club run. TBA (Organiser Peter Lloyd).

**October 20: Auckland Midweek Tourers:** Starts from Westgate, 10.00am for 10.30 start

**October 23-24** Hunua 100 Rally (Details on page 20)

**October 29-31:** National Veteran Rally; National event.

**October 26-30:** Targa Time Trial National event.

## November

**November 21:** Club Run: TBA (Organisers John Castle and Bill Duffy)

**November 28: Caffeine and Classics:** Smales Farm

## Longer Term

**January 9 2022: A tour with our North Harbour Austin Club friends** to the Kauri Museum.

**January 16-22 2022: Vero International Festival:** New Plymouth.

## Regular Diary

**Committee Meetings:** Last Monday of every month, 7.30pm.

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

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

**Thursday Mornings:** All sheds open. Why not come along and explore the parts shed? Fantastic experience, even if you don't need any bits! Coffee, tea, cakes and savouries at 10.30am.

**It goes without saying that the club is SHUT until we move into Level 2 Lockdown**

# Photos of the weird and wonderful from Facebook.

I'll leave you to name them!

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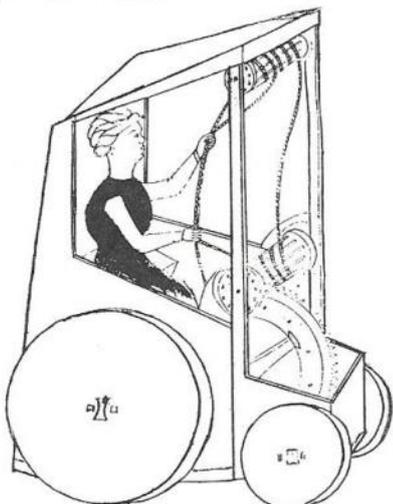
Club member Brian Bisset recently lent me an old book, pointing out that the four pages shown might make an interesting read for our members. Rather than ration them at one page per month we've decided to show them all this month. Very interesting!

## PRE-PETROL PIONEERS

**Ca 3500 BC** First recorded use of the wheel on Sumerian chariots.

**Ca 500 BC** 'Sicilian' surface oil (petroleum) used for lighting by Romans.

**308 BC** Demetrios (Greece) builds an enclosed 'war wagon' occupied by two men, one steering, the other treading a wheel driving the rear wheels.



**1420** Giovanni Fontana (Italy) builds one-seater four-wheeled 'sedan', propelled by occupant pulling on endless rope working a drum and gears (pictured above).

**1649-63** Hans Hautsch (Germany) builds 'wonder' horseless carriages, operated by men concealed within, working cranks.

**1673** Christiaan Huygens of Holland demonstrates possibilities of internal combustion by exploding gunpowder in a cylinder, thereby raising a piston and causing a vacuum, atmospheric pressure then forcing piston down and lifting a weight.

**1689** Legless cripple Stefan Farffler of Altdorf, Germany, builds hand-operated three-wheeler 'for going to church'.

**1694** Elie Richard (France) proposes a carriage treadled by a footman behind passenger's seat.

**1771** Nicolas Cugnot (Lorraine) builds working three-wheeled high-pressure steam powered gun tractor.

**1784** James Watt (Britain) patents specification for steam road carriage with three-speed variable transmission.

**1784** William Murdoch (Britain) builds working model steam vehicle.

**1787** Oliver Evans (USA) patents a high-pressure steam wagon.

**1788** Pistons on articulated connecting rods first prescribed in an engine by Robert Fourness in a steam engine design.

**1791** Nathan Read (USA) projects a twin-engined, rack-driven steam car.

**1801** Richard Trevithick (Britain) builds full-scale working high-pressure steam road vehicle.

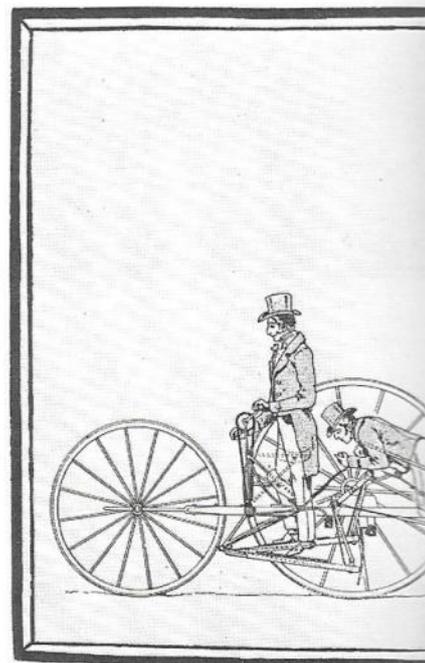
**1803** Charles Dallery (France) patents four-wheeled steam car with change-speed gears.

**1807** Isaac de Rivaz (Switzerland) makes a working vehicle propelled by gas electrically fired in a cylinder.

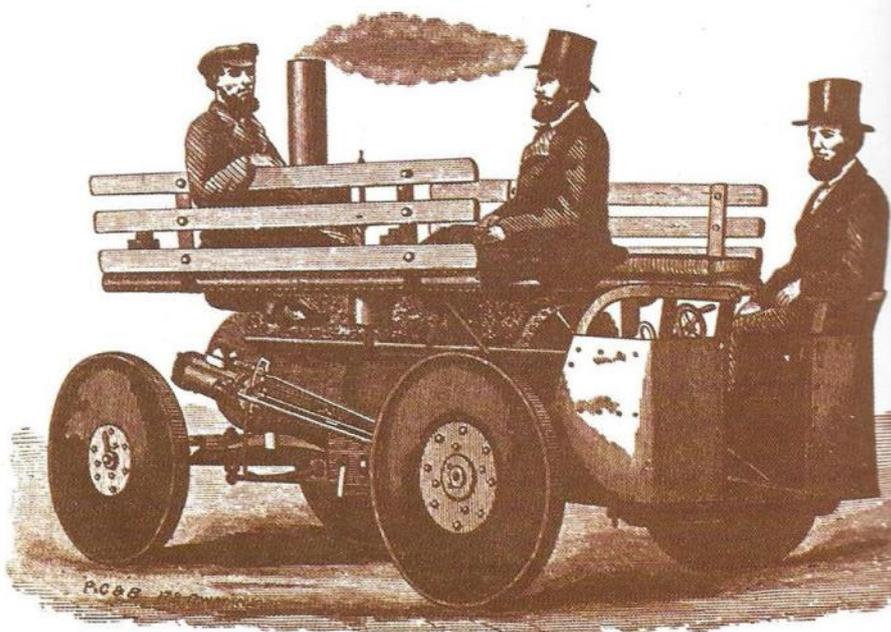
**1815** Josef Bozek (Bohemia) builds Watt low-pressure steam-powered four-wheeler.

**1823** Samuel Brown (Britain) successfully climbs Shooter's Hill, London, with two-cylinder 'gas-vacuum'-powered four-wheeler.

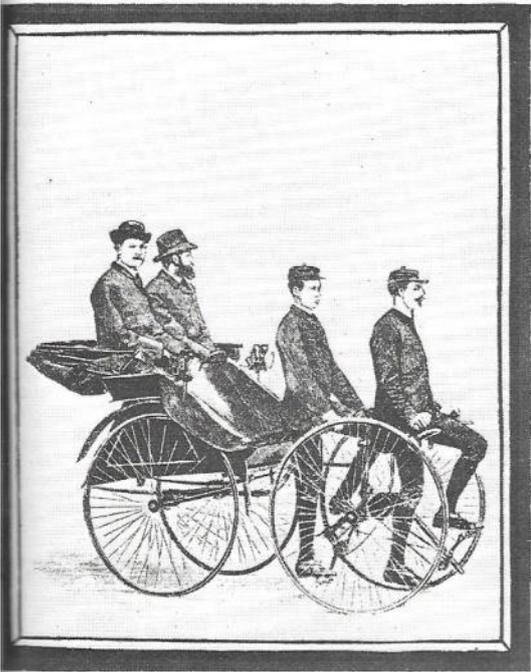
**1825-ca 1840** First steam carriage era brings working vehicles by Gurney, Burstall & Hill, Hancock, Nasmyth, Napier, James, Fraser, Ogle & Summers, Heaton, Macerone, Scott Russell and others of Britain; Dietz (France); Bordino (Italy); Fisher (USA) and others.



**1828** Onésiphore Pecqueur (France) patents four-wheeled steam wagon with differential drive.



## 1885-1904 THE VETERAN ERA



**1858** Thomas Rickett (Britain) builds first of several light passenger-carrying steam carriages, one being used to tour the Scottish Highlands by Earl of Caithness.

**1863** J-J Etienne Lenoir (Luxembourg) builds and runs a three-wheeled 'break' on coal gas.

**1873** Amédée Bollée Snr (France) completes 'L'Obéissante', first of several practical, working steam carriages, driving it 135 miles to Paris without mechanical mishap two years later.

**1858-1885** Second steam carriage era: vehicles built by Yarrow, Cooke, Tangye, Thompson, Carrett & Marshall, Inshaw, Prew, Mackenzie, Todd, Blackburn, Grenville and others of Britain; Dudgeon (his vehicle is pictured left), Roper, Reed, War, Carhart, Copeland and others of USA; Ravel, Bollée, De Dion-Bouton and Trépardoux of France; Nussberger of Sweden.

**1876** Nicolaus Otto (Germany) patents four-stroke cycle, only to lose rights ten years later on grounds that principle was propounded in 1862 by Alphonse Beau de Rochas (France).

**1881** Jeantaud (France) builds and runs electric car powered by 21 Fulmen batteries.

**1885** Benz builds first practical petrol-powered tricar; single-cylinder, single speed; belt drive.

**1886** Daimler builds first 4-wheeled petrol car with fast-turning single-cylinder engine, two speeds, and belt-cum-gear drive.

**1888** Frau Berta Benz and two sons complete first extended motor drive (125 miles).

**1889** Daimler introduces twin-cylinder engine and sliding-pinion four-speed transmission.

Panhard and Levassor acquire licence to manufacture Daimler engines.

**1890** First Peugeot and Panhard-Levassor cars, both Daimler-engined.

**1891** Peugeot car covers 1280 miles, following the Paris-Brest-Paris cycle race.

**1892** Panhard-Levassor build the first front-engined petrol car.

Wilhelm Maybach of Daimler introduces constant-level float type jet carburettor.

**1893** First four-wheeled Benz car, the Viktoria, is introduced.

**1894** Panhard-Levassor and Peugeot share first prize in Paris-Rouen 'Concours', the world's first motoring contest.

Panhard introduce countershaft sliding gear system.

Frank and Charles Duryea found first American motor manufacturing company at Peoria, Illinois.

**1895** Emile Levassor in a Panhard-Levassor with 1.2-litre Daimler 'Phénix' in-line two-cylinder engine and enclosed gearbox win world's first motor race, the 732-mile Paris-Bordeaux-Paris.

First pneumatic tires used on a car by Michelin brothers.

Rudolf Egg of Switzerland develops lever-controlled gearless variable transmission.

**1896** De Dion-Bouton market proprietary aircooled, single-cylinder 1500rpm engine from 1hp upwards for use in light two-, three- and four-wheeled vehicles.

Léon-Bollée produce 650cc tandem-seat three-wheeled voiturette.

First four-cylinder engine built by Daimler Panhard-Levassor.

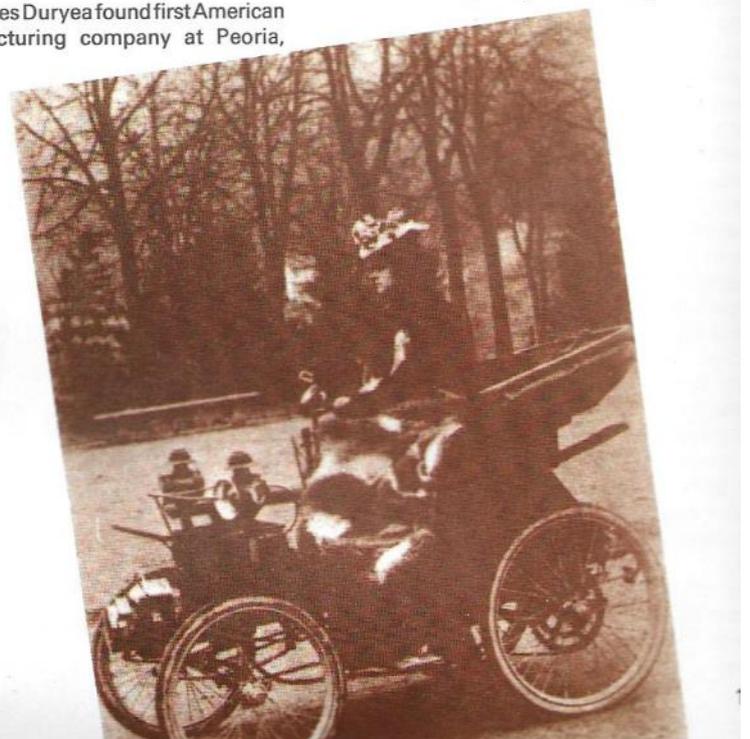
British Daimler Motor Company founded Coventry.

Henry Ford builds first experimental car.

**1897** First petrol-engined car with two-speed epicyclic gearbox and shaft final drive to live axle made by F. W. Lanchester.

Mors of Paris produce 45 deg. V4 air-cooled watercooled car with low tension coil and dynamo ignition.

First front-wheel-drive car built by Graf u Stift in Vienna, using De Dion engine.



## 1905-1918 THE INTERIM YEARS

Low tension magneto introduced by Bosch in collaboration with F. R. Simms.

Benz introduce 5hp 'Kontra' horizontally-opposed twin-cylinder engine.

**1898** Louis Renault builds prototype small car with front-mounted De Dion engine, direct drive top gear and universally-jointed shaft final drive.

Decauville 'Voiturelle' has independent front suspension by transverse leaf spring.

Daimler-designed four-cylinder engine used in touring Panhard-Levassor.

**1899** Four-cylinder German Daimler 'Phoenix' has honeycomb-type radiator, pressed steel frame and gate-type gearchange.

First monobloc four-cylinder engine made by Amédée Bollée Jnr.

Automatic advance and retard ignition control used by Hiram Maxim and Packard in USA.

**1900** Acetylene (carbide) lighting supplements oil and kerosene.

**1901** Daimler's first Mercedes car has throttle-controlled engine, improved honeycomb radiator, twin side camshafts operating inlet and exhaust valves, and gate gear-change.

Oldsmobile 'Curved Dash' is America's first car to go into high quantity production.

**1902** Bosch introduce high-tension magneto.

Spyker of Holland build six-cylinder four-wheel-drive car.

First straight-eight engined car (two 4-cylinder units coupled together) with single-speed gearbox built by CGV of Paris.

Truffault of Paris introduce friction-type shock absorber.

Disc brake patented by F. W. Lanchester of Britain.

Single overhead camshaft engine with pressurized lubrication marketed by Maudslay in Britain.

**1903** Ader of Paris build V8-engined car.

**1904** Napier of Britain market first successful six-cylinder car.

Sturtevant of Boston, USA, market first car with automatic 3-speed transmission.

Engine and gearbox in one unit on French Motobloc and American Stevens-Duryea cars.

Riley of Coventry introduce detachable centre-lock wire wheels.

Introduction of Schrader needle-type tire valve.

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**1905** Moseley of Britain produce detachable wheel rim for easier tire changing.

Renault of France patent a hydraulic shock damper.

Pipe of Belgium make twin high-camshaft engine with inclined overhead valves.

The first Rolls-Royce, the in-line twin-cylinder 10hp, is marketed.

First car by Rover of Coventry has cast aluminium backbone frame embodying engine, clutch housing and gearbox.

Simms-Welbeck car is fitted with pneumatic rubber front bumpers.

**1906** Front-wheel brakes fitted experimentally to a Mercedes.

Michelin introduce 'press on' tire gauge.

Rudge-Whitworth market detachable wire wheel.

Electric lighting by accumulator becomes an optional extra.

**1907** Rolls-Royce adopt one-model policy with 40/50 six-cylinder 'Silver Ghost'.

Chadwick of Pittsburgh, USA, introduce supercharged sporting model.

**1908** Ford Model T ('The Universal Car') is introduced (over 15 million built by 1927).

First coil-and-distributor system of ignition introduced by Delco, USA.

First V12 engine by Schebler, USA.

Car heating by exhaust (USA).

Formation of General Motors, USA, the world's first big motor combine.

Sankey of Britain market steel artillery wheel.

**1909** Aquila-Italiana introduce aluminium pistons on sporting models.

Isotta-Fraschini standardize front-wheel brakes.

Christie of USA build transverse-engined, front-drive taxi with independent front suspension (the Mini layout).

First dipping device by Bleriot, France, for acetylene lamps.

**1910** Hydraulic tappets patented by Amédée Bollée Jnr.

**1911** De Dion V8-engined car marketed.

Delahaye V6-engined car marketed.



# 1919-1930 THE VINTAGE ERA



**1912** Cadillac of USA standardize coil ignition, electric starting and electric lighting. Hupmobile and Oakland (USA) produce all-steel bodywork. Triplex introduce splinterproof glass in France.

**1913** William Morris (later Lord Nuffield) markets Morris Oxford, using proprietary engine and other major components. Reo of USA employ centrally-positioned gearchange. Lagonda of Britain employ unitary construction of chassis and body. Cable-operated direction indicators introduced in USA.

**1914** Loughhead of USA (later Lockheed) develop hydraulic braking system. Adjustable driving seats offered in France and USA.

**1915** Cadillac market first American series-production V8-engined car. Packard of USA market world's first production V12-engined car, the 'Twin-Six'. Dipping headlights and suction-operated windscreen wipers introduced in USA.

**1916** Brake stoplights introduced in USA.

**1917** First use of torsion bars in suspension on the Spanish Diaz-y-Grillo car.

**1919** Hispano-Suiza of France and Spain pioneer use of servo-assisted 4-wheel brakes. Isotta-Fraschini of Italy market world's first in-line 8-cylinder (straight-8) engined car. Citroen of France introduce American-type mass production methods to Europe. New Bentley 3-litre sports car is announced.

**1920** Duesenberg of USA employ hydraulically-operated 4-wheel brakes. Leyland Motors of Britain announce new 7.2-litre straight-8 luxury model.

**1922** Integral chassis/body construction, vertical coil independent front suspension and narrow-angle monobloc V4 engine in new Italian Lancia Lambda car. British prototype North-Lucas car has all-independent suspension by swinging arms, coil springs and coaxial hydraulic dampers. First British 4-cylinder, 4-seater, 4-wheel braked 'Baby' car, the Austin Seven, is introduced.

Trico of USA produce first electrically-operated screen wipers. Mercedes of Germany market first European supercharged sports car.

**1923** Pratts 'Ethyl' leaded fuel introduced in USA to reduce engine detonation (i.e. 'pink-ing').

**1924** Japan takes up motor manufacture with the 10hp aircooled Lila light car. The first MG sports car, based on the Morris Oxford, is marketed in Britain. Introduction of the low-pressure balloon tire by Goodyear, USA. 'Duco' quick-drying cellulose car finish pioneered by du Pont, USA.

**1925** Electric direction indicators marketed by Bosch of Germany. General adoption in USA of front and rear bumper bars.

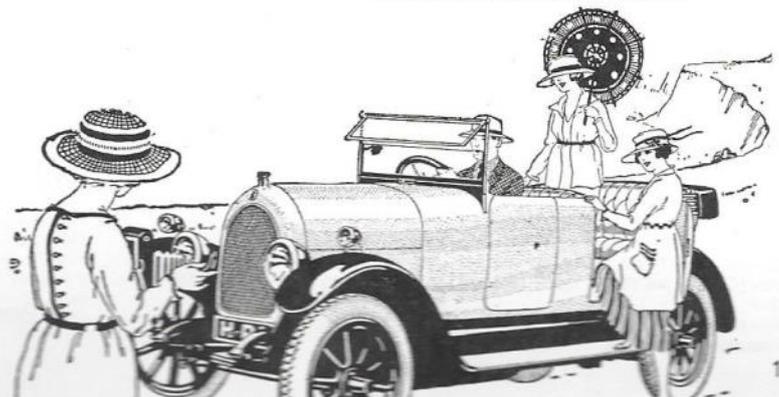
**1926** Two major German makes, Mercedes and Benz, combine to form Mercedes-Benz. Silentbloc oilless rubber bushes are introduced in USA.

**1927** Ford USA replace Model T after 19 years' production with the Model A. World's largest production road car, the 12.8-litre Bugatti Royale with 14 ft 2 in wheelbase and weight of 2½ tons, is announced. Epicyclic preselector 'self-change' gearbox developed by Wilson of Great Britain. Triplex of Great Britain market laminated safety glass. Tracta of France market 1100cc front-wheel-drive sports car.

**1928** Widespread adoption by US manufacturers of chromium plating for bright parts in place of nickel. Cadillac adopt the synchromesh gearbox. New Morris Minor 'baby' car with overhead camshaft engine is announced in Britain. The first MG Midget, using the Morris Minor engine, is introduced. Foot headlight dipping introduced in USA.

**1929** Car radios offered as optional extras in USA.

**1930** Shell-type quickly replaceable 'thin wall' engine bearings developed by Cleveland Graphite, USA. World's first production V16-engined car by Cadillac, USA. 'Fluid flywheel' hydraulic clutch and epicyclic gearbox adopted by Daimler of Britain. Wolseley Hornet 'Light 6' using Morris Minor bodywork is announced. British rear-engined Burney 'Streamline' all-independently sprung car developed by designer of R101 airship. Britain's first quantity-production £100 car, the Morris Minor, is introduced.



# Focus on the marque: Brush

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As part of the AGM and Executive Meeting weekend in Christchurch, Tony and I were invited to the Christchurch Branch clubrooms on the Sunday morning for their regular 'Show and Shine' and a lunch time BBQ. At the BBQ we got to talking to a couple of the locals, who clearly had strong views about "Modern" vehicles. I won't go into details of the discussion but basically "Any car built after 1931 shouldn't be allowed in the club".

The younger of the two chaps was Brett O'Rourke who owned a 1910 single cylinder Brush. The car was parked outside so we strolled out with him as he prepared to drive home. Amazing little single cylinder car: hence our Focus on the Marque this month is Brush.

**Summary:** The company was founded by Alanson Partridge Brush. Brush was a self-taught prolific designer, working with Henry Leland at Oldsmobile, he also went on to help design the original one-cylinder Cadillac engine. Although there were many makes of small runabouts of similar size with one to four cylinders at this time (before the Model T Ford dominated the low-price market), the Brush has many unusual design details showing the inventiveness of its creator. The Brush Runabout Company, along with *Maxwell-Briscoe*, *Stoddard-Dayton*, and others formed Benjamin Briscoe's *United States Motor Company* (USMC) from 1910 and ending when that company failed in 1913. Runabouts, in general, fell out of vogue quickly, partly due to the lack of protection from the weather.

After Brush and the other companies of the USMC folded into Maxwell Motor Company, the then company president Walter Flanders wrote in a 1913 document "Why we did not use all our plants", the Brush factory in Detroit along with the Flanders and Sampson Plants were to remain open and running as factories. The modern successor is Stellantis North America/Chrysler.

**Brush Runabout Company:** Touted as the "Everyman's Car", Brush designed a light car with a wooden chassis (wooden rails and iron cross-members), friction drive transmission and "underslung" coil springs in tension instead of compression on both sides of each axle. Two gas-powered headlamps provided light, along with a gas-powered light in the rear.



1910 Brush Runabout belong to Brett O'Rourke



1907 Brush Model B Runabout

The frame, axles, and wheels were made of oak, hickory or maple, and were either left plain or painted to match the trim. Wider axles were available for use in the Southern region of the United States, where a 60-inch tread width was perfect for the wagon ruts on country roads. The horn was located next to the engine cover, with a metal tube running to a squeeze bulb affixed near the driver. A small storage area was provided in the rear, with a drawer accessible under the rear of the seat.

The engines were a single-cylinder, four-stroke water cooled design, producing 6 BHP, with power going to a chain-driven rear axle. The rear-axle disengaged one of the rear wheels while driving around a curve to avoid undue wear and tear on the drivetrain. A feature of engines designed by Brush was that they ran counter-clockwise instead of the usual clockwise. This was Brush's idea intended to make them safer for a right-handed person to crank-start by hand. Prior to the invention of the electric starter, crank-starting a clockwise-running engines frequently resulted in dislocated thumbs and broken forearms if the hand crank kicked back on starting.



1911 Brush Model F. Note the nicely varnished WOODEN axles.

According to a contemporary review from *Cycle and Automobile Trade Journal* in 1907, author Hugh Dolnar described the recently introduced Brush as a "...very, very new and also very, very old, as will be seen from the detailed construction illustrations below..." In his critique of the Brush, Dolnar was referencing the decision to use wooden axles. In addition to the Runabout, Brush advertised a \$600 "Package Car" (also advertised as the "Delivery Car") based on the same chassis as the runabout. Also offered was a "Coupe" model for \$850. It is unknown how many (if any at all) of these models were ever produced or sold by Brush.

**Liberty-Brush:** In order to increase sales, Brush introduced a lower priced version of the car. Sold between 1911 and 1912, the *Liberty-Brush* was a simplified version of the standard Runabout offered at a lower price. The most distinguishing feature between the two models were the guards/wings. The Brush had sweeping front and rear fenders that connected at the midpoint of the car in a short running board, whereas the Liberty-Brush had four bicycle type fenders over only the wheels. While the standard Brush sold in the \$450 - \$850 range, the Liberty-Brush was extensively advertised at a \$350 price.

*Editor: I've never been impressed with Veteran, Vintage or even Post-Vintage cars but I must admit to being absolutely bowled over by the Brush. The single cylinder simplicity and wooden axles have won my heart!*

It's been a busy couple of weeks following the arrival of our new 20ft container. Interior steel shelving is well underway as it will soon become home for our extensive collection of early Japanese car spare parts. Won't the tractor boys be happy.

We are hoping that our efforts last year will result in eliminating the bird nesting & pooping problems we have been plagued with for many years. There's enough of that stuff out there already.

- We have just had a small delivery of brand-new radiator caps and lockable petrol caps with keys, plus new thermostats. Hurry for that hard-to-get item while they last.
- There is a complete Studebaker circa 1923 rear axle assembly complete.
- A Mk 2 Jaguar complete front axle assembly with hubs and brakes. Great for a project car maybe.
- Hillman circa 1945 1960 NOS engine components. Also crown wheel and pinions.
- A brand-new Maserati Quatre Porte Radiator still in the box. \$500.00.



*BRILLIANT! Brand new Maserati Radiator.  
How on earth do you chaps find these things?*



*"No you push! I'm supposed to be pulling".  
Great teamwork from the spares boys*



*Another view of our new carpenters' bench*

# Auckland Vintage and Veteran Car Club:

Hunua 100 Rally: 23rd –24th October 2021

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*Our friends at the Auckland Branch are again running their Hunua 100 this year, and it is starting very close to us at the Soljans Estate Winery. The organiser this year is Gavin Welch, who now regularly helps out at our Thursday morning restoration days. As a modest thank-you for his help, we hope that you will have a go at the Hunua 100.*

**WEEKEND PROGRAMME SATURDAY 23rd October:** The Clubrooms will be open from 2:30 p.m. with sausage sizzle and subsidized beer & wine. A Garden Party will take place in the backyard, along with a Book Sale in the Barn. The presentation of 50 & 60 year awards will commence from 4:30 p.m. The Spare Parts Department will be open for business. Rally packs will be available 3:00 to 6:30 p.m.

**SUNDAY 24th:** Rally packs will be available at rally start point from 9:00 a.m. The rally will start from: Soljans Estate Winery 366 State Highway 16 Kumeu Rally approximately 100 miles. Lunch available (school fund raiser) or BYO. Tea & coffee will be available.

**SUNDAY EVENING DINNER & PRIZEGIVING:** This will be held at the Remuera Club, 23-27 Ohinerau St, Remuera. Guests will be welcomed from 7:00 p.m. onwards, dinner being served at 7:30 p.m. Note: Cash bar only—definitely no BYO please. \*Pre sold tickets only and these must be ordered with the official entry form. If not entering the rally you are welcome to join us for the evening function. Please complete the relevant portion of the entry form, endorse it 'Evening Only' and forward to the Rally Secretary.

**RALLY INFORMATION** The rally will include timed sections with both manned and silent checks. There will be an optional touring section for non-competitive entrants. The event is open to all Club eligible vehicles. We offer those members wishing to improve their rallying skills or to better understand rally terminology the opportunity to attend a rally rules evening at the Clubrooms on: Thursday 21 October at 8:00 p.m.

**ENTERING THIS EVENT** Each vehicle may be entered in one class only. There must be a minimum of three entries in each class for trophies to be awarded. Each competing vehicle must be entered by a financial member of the Vintage Car Club of NZ Inc. **IMPORTANT**—if you have not had a response to your entry by Friday 15 October, please contact Gavin Welch as soon as possible on 021 044 5188 We look forward to your participation.

**ENTRY FORMS:** May be downloaded from the AVVCC Club website: [Entry Forms \(avvcc.org.nz\)](http://www.avvcc.org.nz)

*Click on the link to download the forms or chat to Gavin, if we manage to get back together again before the rally.*

**Grounds Project: Maurice Whitham:** A meeting took place on site a couple of weeks back. The set out and boundaries for new proposed car parks was established, with the area being measured and levels being recorded. It appears that some form of retaining may be required on the field side of the car parks due to the land contours. Currently a plan is being prepared along with costings for consideration by the full committee.

**Community Relations/Membership: Mike Swanton:** The Community Relations project group was formed and had planned its first meeting but this was cancelled due to Lockdown.

The Membership project group met before Lockdown. Tony Sparkes who chaired that meeting, decided that the topic overlapped that of the Community Relations project group too much so the two groups have been combined. Mike Swanton will chair the two combined groups' meetings when they restart after Lockdown.

**Workshops: Bruce Pitcher:** The team are pressing ahead with a huge list of actions:

- Welding and grinding screens.
- Bus Shed door to be raised 100mm.
- Timber racks to fitted to wood work shop.
- Dust extractor to be fitted to saw/planer etc.
- Old tools to cleaned out.
- New tool list to come.
- Spare tips and anti-splatter spray for welder.
- Lathe tools.
- Comet 3 gas torch parts needed to work plus new hoses.
- Brushes and pans for all sheds Brooms both big and small.
- Waste bins, perhaps a special firesafe one for oily rags.
- Properly located and serviced fire extinguishers.
- Saw horses for working on projects at a safe height.
- Step ladders so we don't have to move one ladder to 3 sheds.
- A box of ear plugs.
- Immediate removal of used oil containers. New policy: Remove your used oil immediately.
- Safety signage.
- More cable lights LED ones.



*Is our bus on this photo from 1920s Auckland?*

**Clubhouse: Peter Lloyd:** The clubrooms sub-committee tabled and discussed all suggestions and ideas. (Many and varied). The next meeting will work towards grouping these ideas into sections (Exterior, Roofing, Furnishings and Structural) and aim for consensus views in each section before considering costings and approvals.

# Delegate's Report: National Executive and Annual General Meeting.

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On the weekend of August 13<sup>th</sup>-15<sup>th</sup> I attended the latest of 6-monthly National Executive meetings. Our Chairman Tony Sparkes took the opportunity to join me and to attend the national AGM, held on the same weekend.

The National Executive, a group comprising delegates from all branches is THE decision-making centre of the club. All important decisions at national level are taken by the National Executive. Delegates are elected by their branches and are tasked with representing the views of their branch members. (An example being our votes and discussions on the new badge).

The Management Committee manage the club and implement the decisions of the National Executive. The Annual General Meeting appoints the Management Committee and reviews

their performance by accepting various reports (Finance, President, Speed Steward etc). Voting at the AGM Meeting has no constitutional effect since the hosting branch, with most attendees, could overwhelm the view of other branches. Changes to the constitution are made by a full membership vote, for example the recent voting slip that you received regarding online membership.

This all sounds cumbersome but is designed to ensure that the grass roots membership, through their delegate, have the final say on club matters. It's a little like parliament in the way that MPs are elected to represent the views of their constituents.

## **National Executive Meeting:**

The meeting started with the formal apologies, acceptance of minutes and review of actions arising.

We were asked if our branch had established a policy of ensuring that any surplus spare parts were offered to other branches prior to disposal? I don't believe that we had a formal policy on this subject, indeed nor do most other branches. That subject may come out again in the formal minutes.

There was an inconclusive discussion whether, on the death of the main member, we should allow the surviving joint member to continue their membership at a 50% discount.

There had been no progress about introducing Special Interest Branches.

A letter was received from Hawkes Bay Branch asking for approval to change their name to HB Vintage and Classic Car Club. There were a lot of branches who clapped in approval, but there were a number of others who criticised the proposal. This is clearly a controversial topic as the various comments from the meeting illustrated.



*It wasn't all fun! We had to attend a 75th Anniversary Dinner on Saturday night.*

There was plenty of reaction from the meeting to the word 'classic'. Many attendees pushed for a definition of the word Classic and indeed the lack of a definition seemed a significant problem. With temperatures still high we moved on to discuss the new badge/logo. The management committee felt that more time was required to review the suggested changes and to present those amended suggestions back to the members. Many felt that we needed to change the name of the club as part of the exercise. The committee moved to delay a vote on the badge for another 6 months. The Executive voted for a delay. There were lot of comments that elements of the proposed new badge were unacceptable (words, colour, the fern).

Online membership payments were approved and will be launched shortly. The improvements to our centralised database systems have continued. The non-payer procedures have improved to give better notice BUT lapsed and then re-joined members would still lose continuous service awards.

The valuations procedures are becoming harder to manage and many branches no longer hold sufficient skills to make valuations. It was suggested that a national valuations panel might be created from the remaining experienced valuers. Branches would still do inspections, but the valuations panel may help to determine the value.

## The Annual General Meeting:

This is the first AGM of the VCC that I have attended and apart from a series of formal reports to be approved and re-election of all members of the Management Committee it focussed on the same discussion as the Executive. The ballot for online voting, as per the papers circulated to every member was approved and implementation and testing begins immediately. Much emotion was expressed around the subjects of renaming and the new badge. It gave a few folks the chance to get things off their chest, but no decisions of significance were made. Formal minutes will be circulated in Beaded Wheels in due course.

*We took an early morning walk on Sunday and found this. This is a FLAT, STRAIGHT brick wall. Amazing Artwork.*



# About Us

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**Club Address:** 40 Masons Rd, Albany, 0632

**Phone:** 09-4792779: **email:** [northshorevcc@gmail.com](mailto:northshorevcc@gmail.com)

**Website:** [www.vintagecarclub-northshore.co.nz](http://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).

## Club Committee

**Chairman:** Tony Sparkes 09-473-5872 or 027-499-5588

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

**Treasurer:** Ross Moon 09-426-1508 or 022 426 1508

**Club Delegate:** Stuart Battersby 022-471-2759

### GENERAL COMMITTEE Members:

**John Higham** 09-478-7973

**Barry Thompson** 09-959-206

**Peter Lloyd:** 09-426-7179 or 021-298-8795

**Richard Lloyd:** 09-420-5048 or 027-483-2898

**Mike Swanton:** 09 426 0011

**Arnold Van Zon:** 09 473 5750 or 027 2765336

### OTHER CLUB OFFICERS (Non Committee)

**Members' Garage Manager:** Kevin Lord 09 413 9157

**Welfare Officer:** Brian Bisset 09 554 1740

**Magazine Editor:** Stuart Battersby: **Tel:** 022 471 2759: **Email** [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com)

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