



Progress:

The monthly journal of the North Shore Vintage and Classic Car Club November 2025

What is this?

North Shore
Vintage and
Classic Car Club

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



Designed in 1921 by Austrian engineer Edmund Rumpler, the Rumpler Tropfenwagen, meaning "waterdrop car," was a revolutionary vehicle in automotive engineering at the time. The driver's seat was positioned in the middle to provide optimal visibility. The Rumpler Tropfenwagen was unveiled at the 1921 Berlin Motor Show, and its aerodynamic shape inspired the design of many subsequent racing cars. Today, only two Rumpler Tropfenwagens are known to survive, both of which are housed in the Berlin Technical Museum.

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Editorial

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Hi all

Firstly I must apologise for a mistake I made in the Daffodil Update, it should have said Waitemata and not Waitakere. Just in case it confused anyone in last month's issue..

Secondly it was good to get feedback on the item in October's Progress- "Next Generation' Engine Oils". The feedback is in this edition under the heading, "Let the lumps/detritus/crap sink to the bottom!" and the "Letter to the Editor by Richard Fuller" items. I agree with them. As Stuart states in closure everyone knows their cars. It's encouraging to have people freely put pen to paper and make a point reminding people to look broadly at these items, that appear in the magazine and take out of it, what applies to you and your car

If you know of any businesses that might be willing to advertise / be a club sponsor? Just really giving early notice that we are thinking about advertising/sponsorship...No commitments yet!

Sorry that this edition has been published a week later than I would like to have it done by. I was waiting for a photo that I was supposed to organise and I left it to the last minute .

Again I make a plea, though I have some contributors out there, if you have anything you feel would be of interest to the club please send through as below. Otherwise you will end up with an item on how to polish your car, I will be an expert by then

Kind regards ,
Editor
Wade Alexander

Contributions Much Appreciated - Articles, Photos, Reminiscences, Mechanical Tips, Notices, Funnies. Please submit your contributions by the last week of the month Please supply your content in a word document with photos sent separately or included. Hand written is acceptable ,can be scanned by me as can photos. I can send a copy to you of your item before publishing for your acceptance,late contributions are accepted only if time allows,
Email Editor: Wade Alexander wadeyboy@xtra.co.nz ph:0272722130

Chairman's Report: John Higham.

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Hello Members,

I am about to discuss a double headed monster with multi layers of rules and regulations that I wager you didn't know existed. And something that you might otherwise have thought was quite simple and straightforward.

Well, it's the Vintage Car Club of New Zealand Inc and its Branches, folks.

Firstly we have the “**Club**”, the **Vintage Car Club of New Zealand Inc**. An Incorporated Society in its own right based in Christchurch. It has its own **Constitution** (also known as **Rules**), and **By-Laws**. You are a **Member** of the Club. (The **2022 Incorporated Societies Act**, about to come into force in April next year, requires all Incorporated Societies to have a minimum number of Members).

The Club also has a **Club Procedures Manual**, of no less than 263 pages, last updated earlier this year (but possibly needing modification to align with the new Act) which comprises the following:

INDEX, 5 pages, followed by the individual Sections as under:

- 1 NATIONAL BODY, 17 clauses
- 2 NATIONAL EXECUTIVE, 4 clauses
- 3 CLUB POLICIES/CHECKLISTS, 6 clauses
- 4 BRANCHES, 5 clauses
- 5 MEMBERSHIP, 5 clauses
- 6 AWARDS, 9 clauses
- 7 VEHICLE IDENTITY CARDS, 16 clauses
- 8 ORGANISING CLUB AND BRANCH EVENTS, 12 clauses
- 9 HISTORIC RACING / SPEED EVENTS, 13 clauses
- 10 BEADED WHEELS, 10 clauses
- 11 INSURANCE, 1 clause
- 12 ARCHIVES, 2 clauses
- 13 CLUB MERCHANDISE, 1 clause

Some of the stuff in the Manual covers definitions of Club and Branch officer job descriptions, committee(s) compositions, etc that are covered in the respective Club and Branch Constitutions / Rules or By-Laws. It probably has other similar duplications.

Secondly, we have the respective “**Branches**”, the **North Shore Branch, Vintage Car Club of New Zealand Inc**, being one. Commonly known as **The North Shore Vintage**

Chairman's Report: John Higham. continued

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and Classic Car Club. (The Branch). On joining the national Club you have either nominated to them or been assigned by them to our Branch. The Branch is an Incorporated Society in its own right too. It has a Constitution / Rules and By-Laws too. And **Members**, (to comply with the Act) of which you are one. So you are actually Members twice over. Incidentally, the Branch is subservient to the Club.

Does it need to be this complicated when all you want is to play around with old vehicles?

John Higham



Rag top Chevy



Terry returning tools



Health and Safety



Sporty

NOTES OF COMMITTEE

MEETING 27 October 2025

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New Members: David Wilkerson – welcome to the Branch David.

Notes: 1953 Hercules 200cc – Has been donated to the Club and will be photographed and re-advertised in the Progress. See Arnold Van Zon for further details if interested.

Oven – A new fan oven has been approved for the kitchen. The old oven, still very much operational, is available, and offers are invited.

Car parts - Devonport address to be notified. A number of car parts have been offered and further information will be published when it comes to hand.

Progress Advertising– It was suggested that Open Days should be offered to contacts/suppliers – a list of companies who support us should be acknowledged and members should be encouraged to patronize them.

The question of paid advertising in Progress was discussed and anyone who seeks an advertising place should respond to a note which will be placed in the Progress and included as part of the list of contacts/suppliers.

New Shed – A shed for the upholstery and auto electrical sections will be placed on hold until all final costs from various suppliers is to hand.

BSA Gaskets – within the existing budgets. J. Higham to advise.

Special General Meeting 29 October 2025 – Some time was spent (wasted by the committee) discussing the forthcoming SGM, to ensure everything ran smoothly on the night. It was very disappointing that only 34 members attended on Wednesday night, when 41 was required for a quorum. The meeting did not take place. We thank those who did attend and trust the movie was enjoyed by all.

The Hibiscus Motorsport Club– Approval was given for The Hibiscus Car Club to hire the Clubrooms and grounds for the meeting on the 15th March 2026.

North Shore VCC Club Captain's Report – November 2025- John Castle



Coming Club Events

29th October (Wednesday) – Special General Meeting and classic movie evening.

11th November (Tuesday) – 10 am visit for coffee and a tour of the Club facilities for members of Aria Bay Retirement Village, Browns Bay.

23rd November (Sunday) – Club Run & picnic lunch organised by Richard Bampton to two superlative local gardens and a special model train collection. Flyer to be sent.

14th December (Sunday) – The Club Xmas Car show, gymkhana and BBQ for members and family.

19th November (Wednesday)- Quiz night

18th December (Thursday) – final coffee morning for the year with Xmas eats .

24th January 2026 (Saturday) – Club run to Wings & Wheels , Thames , held at Keith Park Memorial Airfield 10am – 3pm Details to be advised.

1st March 2026 Brits & Euros Car Show Lloyd Elsmore Park , Pakuranga details To Be Advised.

12th April 2026 (Sunday) Car Show .

Other Events

10th - 12 th October - VCC Canterbury Swap Meet , McLean's Island, Christchurch.

22nd November (Saturday) – Auckland Branch VCC Motorcycle Section Rally will be run from NSVCC HQ . Friday will need to be open for campervan parking gate only, A Key holder to be available to open for both days.

29th November – Orewa Xmas Parade details to be advised.

7 th February - East Coast Rally (Bay of Plenty)

8th February (Sunday) – Ellerslie Car Show & Concours Judging

19th– 22nd February 2026 - Art Deco Festival in Napier

15th– 21st March 2026 – Vero International VCC Rally in Nelson .Registrations have now

North Shore VCC Club Captains Report

– November 2025 continued

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passed the minimum to hold the event and registrations close on 31st August although after that date you can still join but at a higher fee. Our Club Morris 8 will be attending. Other Don't forget we have the Morris 8 and Chevrolet cars both available for use by members.

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

Regular Diary

Committee Meetings: Last Monday of every month, 6.00pm. Observers always welcome.

Library: 9-12 am Tuesdays and Thursday

Tuesday Mornings: Restoration shed open. Coffee and tea at 10am.

Wednesday Evenings: Club night. Coffee, tea and banter, 7.30pm.

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. Gold coin donation please.

...And remember...

International Festival of Historic Motoring: Nelson 15-21 March 2026



Hibiscus and Bays
Local Board



NSVCC Oteha Valley Promotions are
proud to announce a



Come along and join us on Wednesday

19th November at



7.00pm for a
7.30pm start!



BYO Refreshments and Nibbles



North Shore VCC Club Captains

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Coming Club Events



The Garden Run

Sunday 23rd November



Meet at Masons Road for 10.30 departure.

Short run to 2 gardens



plus a great working model railway layout.



Participants will be divided into 2 groups for the run – one group to each garden.

This is so that, due to space restraints in the railway shed, the group at the railway garden can split again – one to visit the railway while the other enjoys the garden, then swap over.

The railway garden group then travels to the first garden to join everyone for picnic lunch. After lunch, the first garden group drive to the railway garden.



Bruce welding



OREWA SANTA PARADE

Saturday 29 November 2025 – 4.30pm

Rain date: Sun 30th



Only 16 vehicles permitted this year, but we will add the Fire Tender as an extra
So it will be first booked in will participate. All entries MUST be decorated.
The Morris 8 is entry number 1, volunteer driver required.



One other entry is booked in.
So, 12 more vehicles can attend.

Book in with Richard Bampton:
angelarichard@hotmail.com

09 947 3042

Or at Thursday Smoko.



Health & Safety

Our October Poster Boy -

Spotted one Thursday doing a great job keeping safe, is our Editor, Wade. He is a great example of someone being well prepared and properly equipped. (*can you spot where he is not health and safety conscious though-Ed*)

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Although our Club doesn't need to comply with the Health and Safety in Work Act, our Club leadership is committed to doing all it can to keep our members healthy and safe.

Our main focus is on protecting eyes and ears and avoiding falls and cuts. In July/August this year, we did a Health and Safety check across our Club property and in September went back to the Committee with a brief report and some suggestions of improvements. Since then, we have been working to minimise hazards and address any items needing attention.

To date, the items either completed or well underway include:

- Restoration Shed hoist has been rewired
- The multiplug and loading has been checked and approved in Club House
- The extension leads in Vehicle Storage Shed have been tidied away but need hooks for storing
- The oil cans in the Vehicle Storage Shed have been emptied
- Walkways between parts and vehicles in the Restoration and Woodwork
- Sheds were checked 21/10/25 and were clear (ongoing)
- Ear and eye protection was being used in the Restoration Shed on 21/10/25 (one person reminded to use the ear plugs) (ongoing)
- The Parts Shed now has a First Aid Kit.

There are still a few items to address and these will be sorted in the next few weeks. In the meantime, we can all take responsibility for wearing the right safety equipment for the job, reminding others to do the same, keeping workspaces tidy and walkways clear.

If you see anything that is unsafe or that could be a hazard, please let me know. I'm at the Club most Thursday mornings and if not, please ring/text me or tell John Castle.

Russell Ness-Assistant to the Club Captain



Delegate's Report

from Richard Bampton

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The Branch Committee has responded to the Management Committee's request to review the Club By-laws and Position Description for Regional Representative (who will represent a group of Branches on the new National Committee).

It was good that there was some dialogue between our neighbouring Branches and that we exchanged thoughts and ideas, demonstrating that we will be able to work together with a Regional Representative. In general we supported each other's views.

The most important points were to do with the Regional Representative and voting. The new constitution, reorganising the structure of the Club's management, was pushed through without this important topic being properly debated or settled. And also the restructure has changed the Club from being a democratic "bottom up" organisation, where the Delegates steered the strategy and oversaw the Management Committee, to a "top down" system driven by the National Committee, with no checks or balances.

A major problem is that only three topics are listed where Regional Representatives have a vote for each Branch they represent (a weighted vote). Such a list is too prescriptive, and it was suggested that if one or more Regional Reps ask for a weighted vote or a delay so that Branches can be consulted, then that vote would be weighted or delayed for consultation. Let us hope that this suggestion is taken up – it will make the new structure more democratic.



Twin Carburetors tuned



Jim on the grinder

North Shore VCC Run

October to “The Garage”

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There are no photos as they were not permitted .

Can you include the following –

Our Wednesday visit to “The Garage” in Millwater was fully supported by Club members and everyone was treated to a large private collection of mainly classic British bikes and classic American cars of all makes in immaculate fully restored condition , all with current Wof and ready to run.

Our host was Stephen Nightingale and he was available to answer any questions and coffee was provided at the conclusion of the visit, some of us motored over to Columbus Café for a bite to eat and a chinwag.

We will arrange another visit to this special collection in the future for those club members that missed out on this occasion.

Please support our sponsors:

Repco
Nicholson Autos
Whakatane Printers
Commerce Street Autos

CLASSES

All vehicles that are over thirty years old and eligible for VCC classes will be accepted.

The Rally Director reserves the right to reclassify vehicles where there are less than three entrants in any one class.

THE RALLY

This is designed for the enjoyment of all participants, novice or experienced.

The route is mostly sealed with a few sections of unsealed roads.
No electronic devices allowed.

PARTICIPANTS

Each vehicle must include a financial member of VCC of NZ Inc.

The Rally Director's decision is final.

Rally packs to be collected from the starting point

Director:	Barry Keene
Rally Plotters	Barry & Tessa Keene
	John & Jacqui Taggard
Secretary:	Tessa Keene
	24 Melville Drive
	Whakatane 3120
email	keene283@gmail.com

**VINTAGE CAR CLUB OF NZ
EASTERN BAY OF PLENTY BRANCH**



**East Coast
RALLY 2026**

Saturday 7th February

Sponsors:

REPCO
Nicholson Autos
Whakatane Printers
Commerce Street Autos

Have lens will snap: Captured by Terry Costello.

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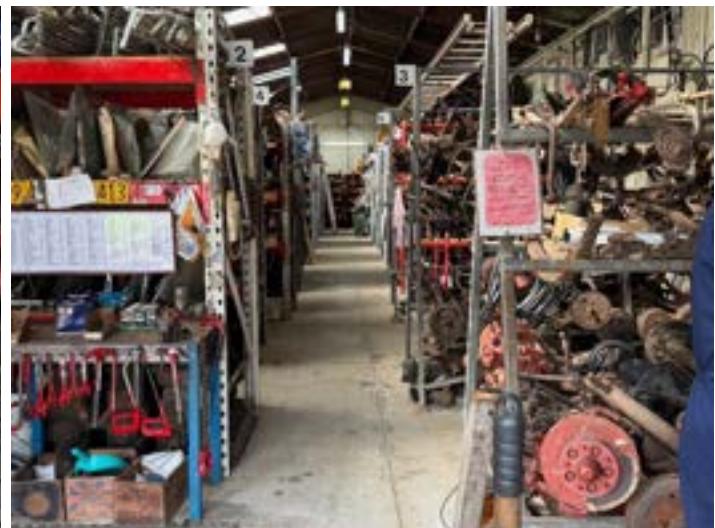
Jim and Bruce just checking



Julie on cleanup



Joss in the parts shed



Parts shed open



Paul's Studebaker



Gavin inspecting Julie's work

Have lens will snap: Captured by Terry Costello-continued

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Paul greasing Studebaker



Studebaker ready for Nelson



Joss and Jim



Jim upholsters on



An artist at work!!!



Russell looking after grandsons

Have lens will snap:

Captured by Terry Costello - Continued

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Have some more boys



Editor learning new skills



Parts Shed Clearance



Room for new stock



Wade polishing the Club Chev a week later



Scrap metal going

Where was the first Fuel Bowser on the Shore?

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Albany, a suburb nestled on Auckland's North Shore, holds a significant, yet often overlooked, piece of New Zealand's motoring history. It was here, amidst a landscape far different from the bustling urban center it is today, that the North Shore's first reported service station came into existence.

The distinction goes to Stevenson Brothers, a name synonymous with early transport and entrepreneurship in the region. Starting their freight business around 1920, the Stevensons quickly recognised the burgeoning need for fuel as motor vehicles began to traverse the dusty roads of the North Shore. It's

recorded that Stevenson Brothers installed the very first benzene pump in Albany, effectively establishing what can be considered the earliest dedicated service station on the North Shore.

This initial setup was a far cry from the multi-pump, convenience-store-laden service stations we know today. It was a functional necessity, a pivotal point where early motorists could refuel their vehicles, enabling longer journeys and supporting the growing transport network.

A Landmark That Stood for Decades -The original pump structure itself was a historical landmark, a tangible link to the dawn of motoring on the North Shore. Yes, the Stevenson Brothers' first benzene pump and service station was located in what was considered the centre of old Albany. While there isn't a precise street address listed in the publicly available historical summaries, the context strongly suggests it was located in the commercial heart of the small, early Albany settlement.

Here's why this is significant:

- **Early Settlement:** Before the Auckland Harbour Bridge opened in 1959, the North Shore was a collection of smaller, self-contained communities, and Albany was a key rural/transport hub

Where was the first Fuel Bowser on the Shore?-continued

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- Central Location: Since the Stevenson Brothers' freight business (which started around 1920) was one of the first transport services in the area, their fueling point would have been placed in the most accessible and central location for their operations and for the few private car owners.

Historical Impact:

The historical document mentions that the pump structure stood until 1988, marking it as a long-standing fixture in the old village area. So, while the modern suburb of Albany is massive, this historic pump was right in the middle of the original, smaller township. A yet often overlooked, piece of New Zealand's motoring history.

The First Benzene Pump in Central Old Albany

It's recorded that Stevenson Brothers installed the very first benzene pump in Albany, effectively establishing what can be considered the earliest dedicated service station on the North Shore.

In 1912, brothers William and Jim worked for their father (also named William) at his modest drainage business. These three pioneers would soon transform their small business into the large organisation that Stevenson is today. In 1917, W Stevenson & Sons Ltd became a registered company, and by 1921 Stevenson & Sons branched out into construction. Armed with picks, shovels, a few wheelbarrows and a Model-T Ford, the Stevensons went out in search of work. Sons William and Jim took over the business when their father became ill, and were later joined by William's three sons. They soon became one of the forerunners in the industry with their fleet of trucks, caterpillar tractors, and earthmoving machinery used to construct drainage tunnels, runways, dams, and motorways.

The history of transport in the Old Albany Village area of the North Shore during the 1900s (specifically the 1900-1919 period) was dominated by water travel and basic horse-drawn or walking methods, as car ownership and modern road infrastructure were still in their infancy.

Where was the first Fuel Bowser on the Shore?-continued



Primary Transport (Water)

For the Albany community, which was primarily made up of fruit growers and farmers at the time, the most important and practical form of transport was by water.

- Lucas Creek Wharf: Albany sits on Lucas Creek, which was the furthest point upstream that boats could navigate. A small wharf ("The Landing," later demolished in the 1930s) was built on the west bank of the creek.
- Essential Link: Regular shipping services from this wharf were vital for settlers to transport their fruit and dairy products to markets in Auckland City, and for passengers to travel between the

North Shore and the central city.

Land Transport (Local)

Within the immediate Albany area, and for travel to nearby settlements, land transport was much more basic.

- Limited Cars: Very few people owned a private car during this period, meaning land travel was difficult and expensive.
- Road Conditions: The earliest roads, like the Main Highway, were often just clay tracks, making travel by anything other than a horse, dray, or on foot a challenging, muddy affair.
- Early Services:
 - Horse-Drawn Carts: Essential for farm freight, with Stevenson Brothers initially running a dray and horses freight business before advancing to a truck around 1920.
 - Passenger & Delivery: Les Donaghue and Russell Ingham were among the first to establish a local passenger and delivery service in Albany.

Where was the first Fuel Bowser on the Shore?-continued

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Transition and Early Motorised Transport

The shift towards motorised transport began late in this period (or just after it):

- First Bus Service: The Foley Bus service started running between Albany and Birkenhead around this time, marking the beginning of local public motorised transport.
- First Pump: The Stevenson Brothers owned the first benzene pump on the North Shore in Albany, which is considered the site of the first service station in the area, likely established just around 1920 as the use of trucks and cars began to rise.



This means that while the rest of Auckland City was rapidly adopting electric trams in the 1900s, Albany's isolation meant it largely relied on ferries to the city and horse-drawn methods locally.

The wharf at Lucas Creek, often referred to as "The Landing," was a vital transport hub for the Albany community, used by launches and small vessels to ship goods and passengers to and from Auckland. It was later demolished in the 1930s.



Jim's mighty Model A Ford Pickup

Let the lumps/detritus/crap sink to the bottom!

By Stuart Battersby

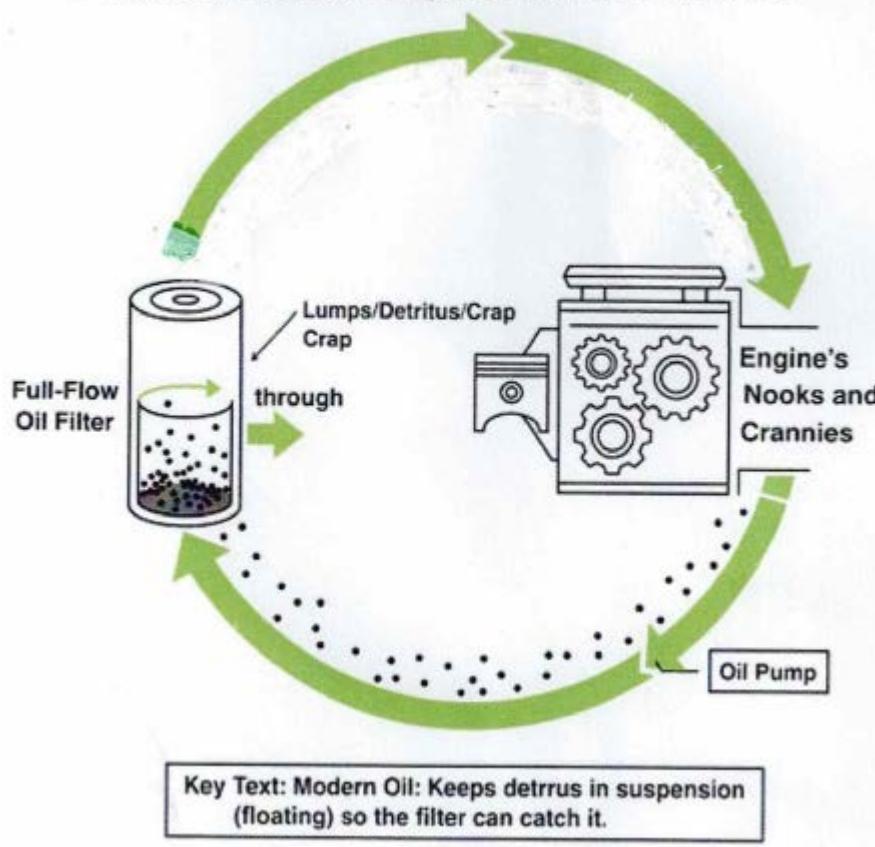
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I feel that I ought to open this article with “I read with interest the recent article on ‘next gen’ engine oils”, but I hardly understood a word of it!! That said, my gut feeling is that the article missed the mark completely as far as some of our older vehicles are concerned. The article didn’t really address the fact that many older vehicles did NOT have oil filters, (or if they did they were only partial-flow filters).

Diagram 1: Modern Engine: Full-Flow Filtration

This diagram illustrates how modern engine oil, designed to keep detritus suspended, works efficiently with a full-flow oil filter to clean the oil before it recirculates.

Diagram 1: Modern Engine: Full-Flow Filtration



As you know most modern vehicles now have an oil filter, built into the engine lubrication system such that every drop of oil in the engine gets pushed around the system so many times a minute, and every drop of that oil goes through the oil filter in order to strain/filter off any *lumps/detritus/crap* thus preventing it going back into the system and causing damage. In order for an oil filtration system to work well it's important that any lumps/crap/detritus picked up in the engine are carried around to the filter. Modern oils are therefore designed to keep the *lumps/detritus/crap* floating in the oil until it reaches the filter. It's technology especially since these oils contain detergents that actually clean all those little nooks and crannies and then keep even more of the *lumps/detritus/crap* floating

whilst it is carried around to the filter.

Let the lumps/detritus/crap sink to the bottom!

By Stuart Battersby-continued

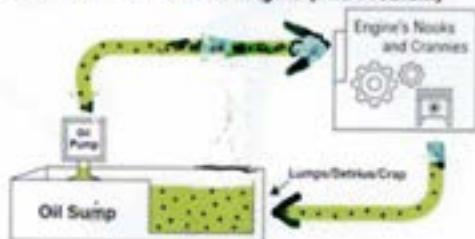
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Diagram 2: Classic Engine Oil Systems

This diagram shows two scenarios for a classic engine without a full-flow filter:

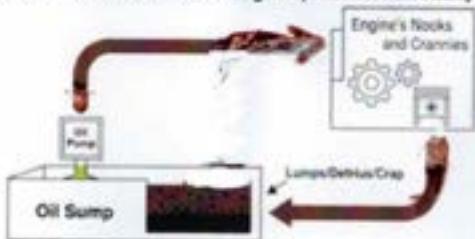
- **Part A (Top): Modern Oil in a Classic Engine (The Problem):** Illustrates how modern oil keeps detritus suspended, leading to its recirculation and potential damage in an engine not designed for it.
- **Part B (Bottom): Classic Oil in a Classic Engine (Intended Function):** Shows how classic oil allows detritus to settle in the sump, preventing it from being pumped back through the engine.

Part A: Modern Oil in a Classic Engine (The Problem)



Key Text: Modern Oil in Classic Engine: Detritus stays suspended and is recycled through the engine, causing damage.

Part B: Classic Oil in a Classic Engine (Intended Function)



Key Text: Classic Oil in Classic Engine: Detritus is allowed to the sump, preventing recirculation and engine wear.

**Wonderful science
huh?**

Well, it is until it goes into one of our older engines that do not benefit from a full flow oil filter. Even my sweetheart English Ford Sidevalves used only partial-flow oil filters until the late 50s when the last 100e Prefects were built. Ford was not alone in implementing full-flow oil filters well into the 1950s. Early cars did not have an oil filter at all but used a different technology to prevent the circulation of *lumps/detritus/crap* throughout the engine. In fact, three different technologies were employed:

1. Frequent oil changes:

It was not untypical for manufacturers to recommend an oil change every 3000-5000 miles, sometimes even less.

2. The Sump:

Oil was pressure pumped around the engine, through all the little crooks and crannies picking up *lumps/detritus/crap* and returning it to the sump where the oil rested for a few moments allowing the lumps/detritus/crap to sink to the bottom and thus not get pushed around the engine again.

Let the lumps/detritus/crap sink to the bottom!

By Stuart Battersby-continued

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3/.A non-suspension oil: Older engine oils allow the *lumps/detritus/crap* to sink. The EXACT opposite of a modern oil. Quite a basic system, but it worked and relied on an oil that did not keep all the *lumps/detritus/crap* in suspension. So now think about how a modern engine oil that is designed to keep all the *lumps/detritus/crap* in suspension performs inside an engine without an oil filter. EEEK!!! The damage is even worse if you consider one of these super oils that include detergents to clean extra *lumps/detritus/crap* from your engine. They collect even more crap to recycle around your engine.

In summary, it is VERY important that, if your car is pre-1960, you understand whether you have any oil filter at all or whether you have a partial-flow filter. That might take a bit of Googling but it's important that you understand whether your engine can use a modern oil or if you need a specific "Classic Engine Oil".

Remember you do NOT want an oil that allows *lumps/detritus/crap* to flow around your engine chewing and sanding away your precious bits.

Note that this article contains greater use of the word 'crap' than any other Progress report ever written before.

Eds note: Glad to know someone tried to understand the item and took time to write Something, what's more I did a rethink and agree with this response and the following written by Richard Fuller.



2026 Brits and Euros Show.
Lloyd Elsmore Park,
Pakuranga.

Stuart Battersby has booked a "patch", if interested contact him on 022 471 2759.

Please mark in your diaries

Letter to the Editor

Hullo Wade,

Interesting though the Hemmings article may be, I have some reservations about its message in the context of pre-war engines.

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The article places much emphasis upon keeping engine internals clean by means of detergent additives in the oil, but before delving into that aspect let me give some personal perspective to the remarks that follow. I write from more than forty years' experience with a 1936 Morris Eight, and have learned the hard way what lubricants, materials, and methods are appropriate or, more importantly, inappropriate.

Detergent oils keep the insides of the engine clean by holding impurities and contaminants in suspension, to be trapped by the oil filter. This is all very well if the lubrication system features efficient full-flow filtration, as do modern engines. Unfortunately that is not the case with the Eight engine or its contemporaries and predecessors—there is only a simple gauze at the inlet of the oil pump that does a poor job of filtering out fine particles. If foreign bodies are kept in circulation because of the oil's detergent characteristics, and in the absence of efficient means of trapping and removing them, they are likely to score bearings and other working surfaces and ultimately ruin them; which, especially in the case of white-metal bearings, is likely to prove expensive.

Therefore the sensible course is to use low- or non-detergent engine oil. Foreign matter will then drop to the bottom of the sump, over time forming sludge that would need to be cleaned out at intervals. This was standard procedure before the war, and even for some time thereafter. Frequent oil changes will help, of course—Morris specified 1,000-mile intervals for the pre-war Eight. Oil, even top-quality oil of the right specification, is a lot cheaper than an engine overhaul.

Oil suitable for the type of engine under discussion should have an API grade of SE or lower (ie. SA to SE), indicating (among other things) low-detergent qualities. There are many so-called classic oils on offer, but the term "classic" is so loosely applied as to be meaningless; it can mean anything built last century, so not helpful. Therefore the API grading on the container must be the final arbiter.

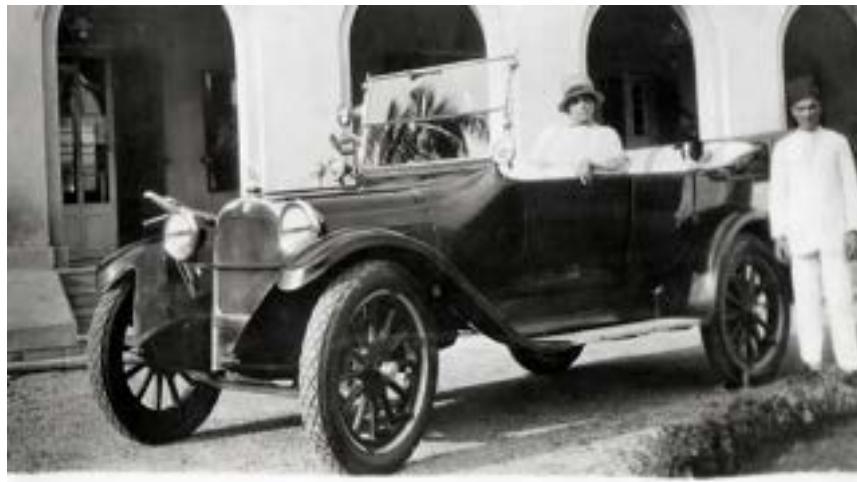
A further point is that there appears to be a widespread misperception, at least in Morris circles, that only monograde (sometimes called "straight") oils are suitable for vintage engines, and that by definition those are non-detergent whereas multigrade oils are detergent. Not so—mono- and multigrade oils can be either detergent or not. Therefore keeping within the aforementioned API specification ensures that an oil will be low-detergent and have other characteristics necessary for vintage engines.

No doubt for many members the above will be a case of teaching grandmother to suck eggs, but there could be some to whom this is news. Best wishes, Richard Fuller

What is the car?-Stuart Battersby

Attached is a photo of my great aunt Amelia. Probably taken around the 1920s-1930s.

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The photo was taken in New Delhi, India, where my Great Uncle Rupert Battersby was assigned after service in the Boer War and WW1. Rupert was at that point part of "The Raj" and was apparently managing the Government Printing Office.

I understand that the photo was taken outside Rupert and Amelia's house in New Delhi. Unfortunately Amelia and Rupert did not have any children, but wouldn't it have been great to have relatives living in New Delhi?

Anyway... What is the car? I have no idea, but I do like the "Snakes Head" air-horn/hooter.

Editor's / AI note

The details about New Delhi during the Raj and the government printing office point strongly toward the car being a high-quality, likely American-made vehicle from the mid-1920s.

Based on the visible features, the car is most likely a Buick or a similar large American make (like Hudson, Nash, or Studebaker) of a Touring Car or Phaeton body style, built around 1923 to 1926. **But what do you members think?**

The presence of high-ranking British officials and their families (like your relatives in the "Raj") in India at that time meant they often drove large, dependable, and comfortable American cars, which were often preferred over smaller, less rugged British models for the long, dusty drives in the subcontinent.

The snake's head (or possibly a cobra) .In the 1920s, hood ornaments, or car mascots, were often aftermarket accessories chosen by the owner to reflect their interests personality, Given the car was in New Delhi (India), the choice of a cobra as a and likely a deliberate nod to their location in the British Raj.

What is the car?-Stuart Battersby

-continued!

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Context: The cobra is an iconic and culturally important symbol in India. For a British official stationed in India, choosing a cobra mascot would be a way to show a connection to, or acknowledgment of, the local environment, culture, and prestige of their posting in the capital.

The Trend: The 1920s were the "Golden Age" of hood ornaments, and accessories for the Boyce Motometer (the device on the radiator cap) were immensely popular. This would have been an easy accessory to fit to any car, regardless of its make.

So, while the car itself is likely a 1920s American Touring Car (such as a Buick), the unique cobra mascot is a powerful piece of visual history linking the car directly to the family's experience in British India!

Interesting from AI, so take with a grain of salt if you like

REFERRAL PROGRAMME

As a proud club member and trusted real-estate professional, James is excited to give back to the club and its fellow members with his referral programme.

How It Works

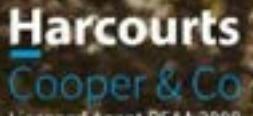
\$500 GIFT CARD When a Club member (or their referral of a friend or family member) lists and successfully sells a property with James Liu, the referring member will receive a \$500 gift card of their choice.

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The Evolution of Batteries: From Experiment to Modern Power

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The Role of Batteries in Electrical History

Before electric generators and power grids were common (late 19th century), batteries were the primary source of electricity. Improvements in battery technology powered major milestones, from early scientific experiments and the growth of telegraph and telephone systems to the development of portable computers, mobile phones, and electric cars today.

Early Commercial Batteries and Classification

The early commercial battery was the "Wet cell," an open container with liquid electrolyte and metal electrodes used in stationary applications like telegraphs because it was not suitable for portable use.

Batteries are categorized by their life cycle: Primary batteries generate current immediately but cannot be recharged once components are used up. Secondary (or chargeable) batteries, starting with the lead-acid battery, can be restored with reverse current, significantly extending their life.

Early Electrical Invention and the First True Battery

Prior to batteries (mid-18th century), experimenters used Leyden jars to store charge physically, acting as an early capacitor. Benjamin Franklin was likely the first to call a grouping of these a "battery."

Building on the work of Luigi Galvani, Alessandro Volta observed that electricity was generated by two different metals joined by a moist intermediary. In 1800, he invented the voltaic pile, the first true battery. Unlike the Leyden jar, the voltaic pile used a chemical reaction to produce a continuous and stable current by stacking copper and zinc discs separated by brine-soaked cloth.

Theory and Design Improvements of Early Cells

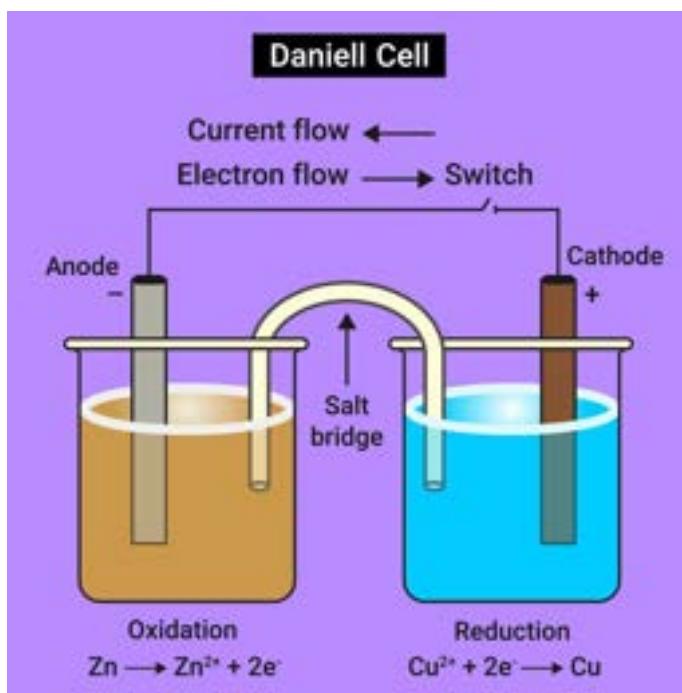
Volta initially believed current resulted from two metals touching (contact tension), viewing the corrosion of the zinc plates as a flaw. However, scientists later accepted the electrochemical theory, recognizing the chemical reaction as integral. Volta's early batteries had short lives due to polarization (hydrogen bubbles forming on the copper, increasing resistance) and local action (short-circuits around zinc impurities).

The Evolution of Batteries: From Experiment to Modern Power-continued

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William Cruickshank solved electrolyte leakage with the horizontal trough battery. William Sturgeon solved local action in 1835 by using amalgamated zinc (zinc treated with mercury). Volta's batteries still enabled major discoveries, such as the first electrolysis of water.

The First Practical Batteries-In 1836, John Frederic Daniell solved the problem of polarization in the Voltaic Pile by introducing a second electrolyte to consume the hydrogen, inventing the Daniell cell



Shutterstock - This was the first practical source of electricity. It consisted of a copper pot containing copper sulfate and a porous barrier (unglazed earthenware) holding sulfuric acid and a zinc electrode. Operating at about 1.1 volts, it was safer and more reliable, quickly becoming the standard for telegraph networks and the first working standard for defining the volt.

Later variants included:

- The Porous Pot Daniell Cell (1838, John Dancer) which used a porous pot to hold the zinc anode and zinc sulfate solution within a copper can of copper sulfate.
- The Gravity cell (1860s, Callaud), a simpler version that removed the porous barrier, using gravity to separate the copper sulfate and zinc sulfate solutions. It was the standard for American and British telegraphs until the 1950s but required continuous current draw and had to remain stationary.

Other notable cells included the high-voltage (1.9V) Poggendorff Cell (or Bichromate Cell, 1842), which mixed the electrolyte and depolarizer but required the zinc plate to be lifted when idle to prevent corrosion. The high-current Grove cell (1839) delivered almost double the voltage of the Daniell cell but produced poisonous fumes and used expensive platinum.

The Evolution of Batteries: From Experiment to Modern Power-continued

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The Invention of the Rechargeable Battery -Before 1859, all batteries were primary cells. In that year, Gaston Planté invented the lead-acid battery, the first-ever rechargeable battery (secondary cell). It uses a lead anode and lead dioxide cathode in sulfuric acid, where the formation of lead sulfate can be reversed by recharging. Camille Alphonse Faure created an improved version for mass production in 1881. Though heavy, its low internal resistance allows for large current surges, and it's still used today in automobiles and other applications.

The First Dry Cell and Alkaline Batteries -In 1866, Georges Leclanché invented the Leclanché cell (zinc anode, manganese dioxide cathode, ammonium chloride solution), which provided 1.4 volts and was used in telegraphy and electric bells.

Many tried to immobilize the liquid electrolyte to create a portable cell. In 1886, Carl Gassner patented the dry cell, a variant of the Leclanché cell that used a paste instead of free liquid. This spill-proof, maintenance-free design provided 1.5 volts and was the first convenient battery for the masses (zinc-carbon battery), making portable electrical devices practical and leading directly to the invention of the flashlight.

The first rechargeable battery using an alkaline electrolyte was the nickel-cadmium (NiCd) battery, invented by Waldemar Jungner in 1899. It was more robust and had a better energy density than lead-acid but was more expensive. Thomas Edison patented his own alkaline nickel-iron battery in 1901, which found success in rail and mine lamps. The first consumer alkaline battery (manganese dioxide cathode, powdered zinc anode) was introduced in 1959 by Lewis Urry as a cost-effective, longer-lived replacement for the zinc-carbon cell.

20th Century: New Technologies and Ubiquity

- Nickel–Metal Hydride (NiMH): Appearing for consumers in 1989, these have longer lifespans than NiCd and are less toxic.
- Alkali Metal-ion Batteries (Lithium-ion): Lithium is ideal due to its low density and high energy-to-weight ratio. Following key discoveries in the 1980s by John B. Goodenough, Rachid Yazami, and others, Akira Yoshino developed the first rechargeable Li-ion prototype in 1985, which Sony commercialized in 1991. Further development includes the Lithium Polymer battery (1997) for flexible shapes and the current focus on Solid-State batteries for enhanced safety and higher energy density in electric vehicles.

For Sale

Restoration Effort

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1953 Hercules Motorcycle. Single Cylinder 200 two stroke JLO engine. Needs quite a lot of restoration. Currently parked in the wheel container next to the parts shed.

In 1953, Hercules produced a motorcycle model designated as the

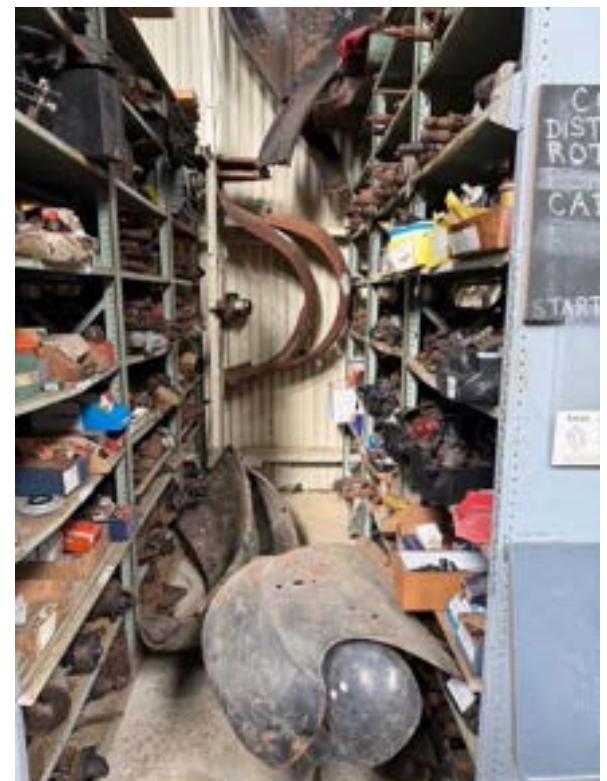
M61J, which was equipped with a single-cylinder, 200cc JLO type M200 two-stroke engine.

Specifications and Details

- **Engine:** JLO type M200, single-cylinder, 200cc, two-stroke.
- **Year of Manufacture:** 1953.
- **Manufacturer:** Hercules (a German company based in Nuremberg).

Hercules was known for using engines from other manufacturers like Sachs and JLO in its various models during this period. The M61J was part of their range of practical, post-war commuter bikes that were popular in Germany at the time.

See Arnold Van Zon In parts shed for further details if interested.



Lots of Fenders now available

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

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120 or 09 420 4094

Julie Croft : 021 126 7818

Jim Hefkey :027 286 9593

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Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09 947 3042

New Members

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

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