



North Shore  
Vintage Car Club

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

# Progress:

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



September was another crazy month for the club with numbers restrictions really only allowing us to fully open for just one Thursday and one Wednesday evening. Hopefully there won't be another Covid hiatus so let's all make sure that we continue to take precautions and use the QR codes around the clubhouse and sheds. Covid came a little too close for personal comfort since our last edition as our daughter and family in the UK tested Covid positive, but thankfully their symptoms were "less than a mild cold" and we were able to relax again.

Ross Moon and I joined the Spring Tour and had a marvellous time, with plenty of laughs and one or two beers. Thanks again to Paul Collins putting together a very interesting route and giving us enough free time to relax and socialize.

In a recent clubhouse discussion I was quite surprised to hear that a very large proportion of our membership are rarely seen at the club or on any of our events. In pondering over what really was a significant number of non-involved members it occurs to me that we ought really to be investigating why that is. I wonder what we might do differently to attract greater involvement and increase the value that our members get from the club. Any ideas or contributions on that topic would be gratefully received.

Finally I've just received word that our colleagues in the Auckland Branch are having a book sale to clear their stock of repeat editions. Most books go for just a \$2 coin and most magazines are free. The sale is at their clubhouse on the afternoon of Saturday 24th October (Labour weekend). Please support them.

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

- \* **Chairman's Message:** Tony Sparkes.
- \* **Club Captain's Report:** Paul Collins.
- \* **Restoration Project Updates:** Limited updates this month.
- \* **Behind the Scenes:** At Hamilton Classics Museum.
- \* **Upcoming Events:** Mark your diaries.
- \* **Napier British Car Museum:** Another one bites the dust.
- \* **Beijing Auto Show:** Apologies it's all new stuff, but will make you gulp!
- \* **Special Club Event:** Clubhouse, Wednesday 28th October.
- \* **Focus on the marque:** Rainy days and Mondays always get me down.
- \* **Spring Tour:** A guest contributor gives her take on the weekend.
- \* **Photo Outtakes:** from the Spring Tour.
- \* **Committee Notes:** Regular monthly committee notes.
- \* **About Us:** Who's who and where's where.

*Cover car and this month's 'Focus on the Marque' is Alldays and Onions. Featured here is their iconic 1905 10HP 3-Seater*



Hi everyone,

It was great to be back at Restoration Thursday this week. Never have so many wives been so happy at the same time!

After putting a new tube in the tractor tyre, we managed to push the fire pump into the storage shed, where it waits for its restoration. A good project for someone to take on. Volunteers?

Your committee is working on budgets and forward financial planning. One of the things that has come out of the work is that we do quite well with insurance commissions from Vero. Better us than a middleman broker. So I am asking you to consider Vero for your cars' insurance next time it comes up. Furthermore, ask them for quotes on your other policies, house and contents etc, as we will get the commissions from those as well. If you are already with Vero, make sure they have our Branch number so that Head Office can allocate the funds to us. Enjoy your cars and the fellowship in our club.

**Tony Sparkes: NSVCC Chairman**

**Note: Our VERO Branch Reference Number is HO0300144 (Quoting this number when renewing your insurance gives a commission back to the club)**



*This little beauty was your Editor's personal favourite amongst the 19 entrants on our Spring Tour:*

*But, do you know what it is?*

# Club Captain's Report

## September 2020

Progress  
October 2020

I hope everyone has kept well, and been able to make use of these quieter times to tinker with the cars and get them ready for the next club events. Daylight Saving is upon us, which should give us more light to help catch up on things in the garage or around the house.

With no club activities over the last couple of months it was great to be able to get away on our Annual Spring Tour, with 19 cars (39 people – wearing masks) venturing to Whangamata for the weekend. Lovely country roads and sunny weather took them firstly to Kaiaua Fish & Chip shop for morning tea, then on to visit the Model Barn at Orongo, before driving to Paeroa for lunch. After lunch we travelled to Waihi for a trip on the Goldfields Railway. A quick look at the Martha Gold mine, then on to Whangamata for the night.

Sunday was a lazy day with a Tiki tour of the township before heading to Pauanui, then Tairua for some exploring of the area, afterwards returning to Whangamata for the night.

Monday morning saw us depart for home. A great weekend away with sunny weather and good company made it a very successful event.

Coming up on **October 18<sup>th</sup>** we hope to be able to finally run our **Northern Raid Rally** (3<sup>rd</sup> time lucky), and we would love some more entrants please. (Entry forms are on the bar counter).

The Christchurch Swap meet has been cancelled and also the Rotorua Swap meet too, so there are not so many out of town events to take members away. Hopefully they will join us for the day on our Northern Raid Rally.

**November's** club event on the 22<sup>nd</sup>, is a run to a lunch venue (RSA), followed by a visit to the Toroa Ferry restoration project. A preview talk at the club a few days before the visit will be given by one of our club members (date to be advised).

**December 13<sup>th</sup>** is our Christmas party.

I hope every one has a safe and enjoyable time as Covid lockdown eases for the country, allowing a little more freedom for all. Meanwhile keep those masks on when in larger gatherings.

Happy driving,

Paul



*Chris Field approves of his Fish n' Chip breakfast*

## Restoration Projects Update

Project Updates from the team: As expected little progress because of latest lockdown.

**The Dennis Bus:** Clive Sandham: All flooring now complete. Have modified the king-pin thrust bearings and that seems to have eased the steering, but we are still checking and testing.

**Chevrolet Taxi:** Tony Sparkes: No progress reported.

**Bedford Truck:** Peter Lloyd: We drove down to Hamilton to check and pick-up a pair of replacement guards for the truck. Unfortunately despite being described as "Solid with just surface rust" the guards were in a poor state and had both been patch welded in multiple places. We left the guards behind (together with a random pile of scrap bits and pieces) and concluded that we will use our current guards. They will need a little more work, but are in hugely better condition than the ones in Hamilton.

**Wolseley:** Paul Collins: No progress reported.

**BSA:** Neil Beckenham: No progress reported

**Membership badges awarded to three long serving members:** Brian Cullen receives his 35 year badge and John and Carol Reeve received their 25 year badges.



Brian Cullen receives his 35 Year badge from Deputy Chairman Peter Lloyd.



Carol and John Reeve with Peter Lloyd

# Knock three times and ask for Tom

## Behind the scenes at the Hamilton Motor Museum

Progress  
October 2020

As soon as we were allowed out from the Auckland Level 3 Lockdown Peter Lloyd and I took a drive down to Hamilton to check out some possible replacement guards for the Bedford truck. As reported elsewhere the guards were rubbish and so we decided to find somewhere for a sandwich and head back to the North Shore.

Returning through Hamilton city and avoiding MacDonald's we decided to call into the Hamilton Classics Museum (their American Diner makes the best toasted sandwiches) for lunch. As we were chatting in the diner, I mentioned that the museum has a Bedford truck of the same series as ours on display. Peter then wondered if they had any guards left over from their restoration. Off he went on a trail of investigation that eventually led us up some back staircase into an office, where the kind museum manager gave us the phone number of Tom Andrews, the owner and inspiration behind the museum. I called Tom and explained our situation and Tom asked for 10 minutes to finish his sandwich and then he'd come over.

Tom arrived within 5 minutes and after we'd shown him a photo of our truck, could not have been more helpful. "Yes", he said, "I think I've got a good pair of guards for that and you'll be welcome to them". He firstly took us into the museum to look at his splendid red pick-up truck and check the guards. When he looked again at the guards he began to doubt his own words, but was still keen. "Follow-me", he said and sped off out of the museum to his workshops and storage facility nearby.

What an Aladdin's Cave! Vehicles under construction everywhere in a shed, perhaps four times larger than our own. All along the longest wall was a 3-tier vehicle storage system. "The guards are up there", said Tom. All three of us squeezed past a few project cars and climbed two sets of ladders to reach the top shelf, where we were led along the deck to find two guards in wonderful condition. Unfortunately they were for the previous series of Bedfords from the 1930s. Shame!



*Generous host Tom Andrews, pictured here with Jay Leno*



*A Bugatti, Citroen H series van and on the left, the ladder and shelving*

# Knock three times (contd.)

Progress  
October 2020

We climbed back down and then really started to notice the fabulous stuff in storage and under restoration. I took as many photos as I was able without overstaying our welcome and have included a few here.

It goes without saying how honoured we were to be given a behind the scenes tour and how gracious and generous was Tom our host. If you get a chance when passing through, I strongly recommend that you call into the museum, if only to sample those toasted sandwiches!



# Upcoming Events:

Thankfully events are now back up and running. Please drop us a note if you know of an event that might be of interest to our members. Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font.

## October

**October 3:** Manawatu Branch Swap Meet.

**October 3: Te Aroha Cruise In:** Hot Rods, Classics, Vintage and Veterans.

**October 9-11: Christchurch Branch Swap Meet.** **NOW CANCELLED**

**October 16-18:** National Veteran Rally, Gore.

**October 17:** King Country Branch, Journey through time, Taumarunui.

**October 18: Northern Raid:** Third attempt. Details from Paul Collins 027-292-2204

**October 21: Auckland Branch Midweek Run.** Warehouse car park, Westgate, 10-00 am for a 10-30 am departure. *Final destination is Angus Fogg's place at Riverhead Angus is a leading light in NZ motorsport and races competitively in various classes, including NZ champion in Mini 7, (twice), 4<sup>th</sup>. place in NZ truck championship, and at least two years at Bathurst*

**October 24:** Takapuna Rocks: Classics, Hot Rods, Vintage (<https://takapunarocks.co.nz/>).

**October 25:** Caffeine and Classics: Smales Farm.

**October 25:** Auckland Branch Hunua 100 Rally.

**October 28:** Special Club Night. Video/Slide show followed by a Pot Luck Dinner (See next page)

## November

**November 1:** Bay of Plenty Branch, Swap Meet.

**November 6-7:** Far North Tour, Northland (nvccrally@gmail.com).

**November 15:** Waikato Branch Swap Meet, Karapiro Domain.

**November 20/21:** Maungamoana Rally, New Plymouth, Rob Thompson:railmodels1@xtra.co.nz

**November 22:** Lunch Run to a Pub/RSA, followed by a visit to the Toroa Ferry resto project.

**November 29:** Caffeine and Classics: Smales Farm.

## December

**December 9: Auckland Midweek Tourers:** Starts from The Warehouse car park, Westgate 10am meet am for a 10-30 am departure. Our usual Christmas picnic run to Wenderholm. BYO everything.

**December 13:** Club Christmas event, easy run and/or Gymkhana with follow-up dinner and 50 year award presentation.

## 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. Coffee, tea, cakes and savouries at 10.30 .

## British Car Museum Napier: Old news, but an interesting article and chance to see some photos of this astounding collection.

The question of which collection of British vehicles warrants the title of world's largest UK car collection may now be a moot point with the closing of the British Car Museum in Te Awanga, New Zealand, following the death of the museum's founder, Ian Hope.

Twenty-four years ago, Hope - a mechanic by trade - founded the museum with 36 cars in a grocery-store-turned-garage in the tiny town right on Hawke's Bay on the country's North Island. Of those 36 cars, half of them were Morris Minors, and most of those Minors he obtained from relatives, including his first, which he bought from his aunt and uncle to restore for a great-nephew.

Within a few years, his collection - all British cars and trucks, most of them sourced from the vicinity - grew so large that he bought a larger facility, this one a former kiwi fruit processing plant just outside of Te Awanga. As the collection grew, Hope maintained a focus on Minors, with examples of just about every body style numbering 70 or so. According to the museum's website, that's plenty enough for one for each of his 20 great-nieces and nephews.

*"Many New Zealanders have fond memories of their first car - a 2nd or 3rd or even 4th hand jalopy that seemed to go forever on the smell of an oily rag and take us to exciting and exotic locations like the river, the beach or the local park-up,"* Hope wrote on the museum's website. *"It would be a fairly safe bet that for anyone now over 40 years of age, that first vehicle would have been a British make. Austin, Morris, Triumph, Vauxhall .... these are the brands which gave us our first heady sense of freedom and maturity."* In addition to the Minors, he also added to the collection a 1923 Dennis Fire Engine used by Hastings Fire Service at the time of the Hawkes Bay Earthquake Disaster in 1931, Jaguars, Vauxhalls, Rovers, Hillmans, Triumphs, Commers, Fords, and more. In all, he had more than 500 vehicles in the museum at the time he died in June 2019, leading him to describe the collection as the largest stockpile of vintage British motor cars in the world even though he often referred to the collection as his "backyard museum."



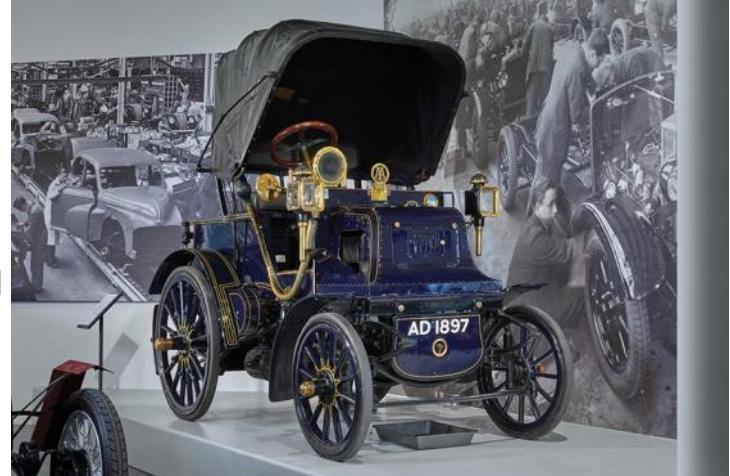
*Morris Minors as far as the eye can see*



*How many different 1100 makers were there?*

Ian Hope's claim to the world's largest collection of British cars in the world appears to hold up, given that the British Motor Museum in Warwickshire counts roughly 300 vehicles in its collection. The British Motor Museum at Gaydon is certainly worth a visit if we are ever safe to travel again. More details can be found on their website <https://www.britishmotormuseum.co.uk/>.

Soon after Hope's death the family announced their intention to close the museum. I cannot find any information regarding the museum, the cars and what will be done with them. Apparently Hope wished for the collection to remain intact after his death.



The situation Hope's British Car Museum now finds itself in is not dissimilar to that of the Den Hartogh Ford Museum in the Netherlands following the death of museum founder Piet den Hartogh. That museum went to auction in June of last year after den Hartogh's daughter closed the museum, citing a lack of interest. All the vehicles in the den Hartogh went for sale at a Bonhams' auction in 2018. If you follow the link shown you will get to look at the actual prices achieved by some of the vehicles.. VERY interesting!

*Editor: If nothing else the fate of Ian Hope's place and den Hartogh's illustrates that there isn't really any money to be made in running a car museum. That was certainly the message that I got chatting to the owner of the Hamilton Classics Museum recently. Motor museums (and probably most others) are a 'Labour of Love'. The message really is that if you want such places to continue then you really must make the effort to visit and indeed pay the entry fee.*



This 1932 FORD MODEL 18 V-8 TYPE 40 ROADSTER from den Hartogh sold for NZ\$112,262 at Bonhams'



Two shots of a Bedford tow truck very similar to our own, on display at the Hamilton Classics Museum



# Beijing International Automotive Exhibition 2020: With apologies to the purists

Progress  
October 2020

Regular 'Progress' correspondent Bruce Skinner sent me a very interesting web-link recently, describing the above NEW vehicle show. I'll leave you all to look at the following photos and make up your own minds. Eeeek!

*This is not a customized vintage Chevrolet Corvette, but a Songsan Motors SS Dolphin, an enlarged clone of the first-generation Corvette produced by a Chinese car company and showcased at the 2020 Beijing International Automotive Exhibition*



*Haval Great Wall Futurist*



*I can't get away from these Corvette copies.*

*Songsan have not only copied the first-gen Corvette design, but even a Route 66-style logo for its display of a pair of its oversized clones, which have hybrid powertrains*



## Wednesday 28th October. Club night and Pot-

**Luck Dinner:** Arnold and Marieke Van Zon

provide the entertainment. Starts 7.00pm

You may recall that last year committee member Arnold Van Zon and his wife Marieke undertook an amazing cycling holiday. They travelled the length of Cuba and then flew to Florida from where they cycled North up the East coast of the USA to Canada from where they flew home.

Arnold and Marieke are hugely entertaining speakers and with the support of videos and still photographs will describe their journey. Of particular interest will be their journey through Cuba where 20% of all vehicles on the roads were built in the 50s and despite various import embargos the Cubans have managed to keep these vehicles on the road.

The photos on this page give just a glimpse of the content of the presentation.

The presentation will last approximately 30 minutes only and will be followed by a **Pot Luck Dinner**. It's going to be a great event, so mark your diary and plan your food.



*20% of all Cuban Vehicles were built in the 1950s*



*"The revolution started here!"*



*I think this is a Chevrolet. But it's American and I'm out of my depth!*



*Left: Marieke looking relaxed at the Niagara Falls, Having just cycled the length of the Eastern seaboard*

# Focus on the Marque: Alldays and Onions

Progress  
October 2020

## Rainy Days and Mondays

I only heard the name Alldays and Onions a few years ago and to be honest I couldn't believe that there really was any company with that name and indeed one that made cars! I have been meaning to do some research on the marque for sometime now. Just a few days ago I heard the Carpenters (remember them?) singing "Rainy Days and Mondays" on the radio. .... Goodness knows how my brain's memory works, but on hearing the words of that song my mind leapt to Alldays and Onions. So as a result I thought I'll do the research and share it with you.

In 1889 two engineering businesses, Onions (formed by John Onions in 1650) and William Allday & Co. (formed by William Allday in 1720) merged/joined to become The Alldays & Onions Pneumatic Engineering Company Limited. Originally they made engineering and blacksmithing equipment. Like many such companies at the time they turned to bicycle manufacture and sold a range under the Alldays name.

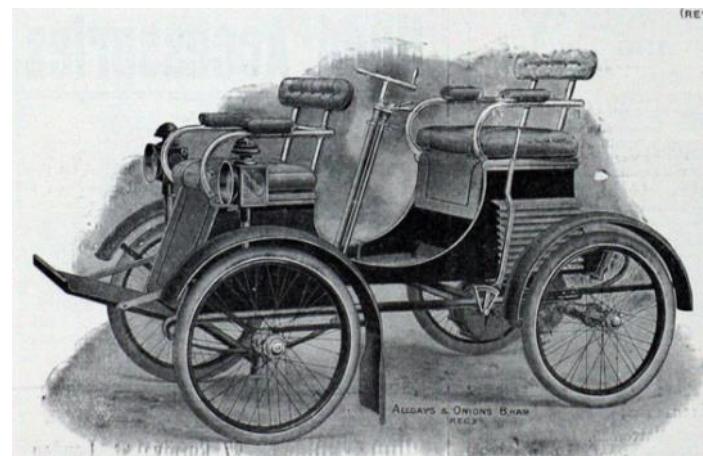
in 1903 they also started making motorcycles under the Alldays-Matchless name; these had no connection with the London-based Matchless company, and in 1915 presumably following representations from the real Matchless, the name was changed to Allon. Manufacture of these motorcycles continued until 1927.

Alldays and Onions produced its first car in 1898. The Traveller, a quadricycle made in private and commercial forms, was steered by a wheel. It had an unsprung rear end, power generated by a 4 hp De Dion single-cylinder motor. However, serious production did not start until 1903/4 with the 7 hp model. Larger commercial vehicles of up to 5 tons were also made in the years preceding the first World War and saw service during the conflict.

Alldays hit commercial success with the 1.6-litre, vertical-twin side-valve 10/12, which was made from 1905 to 1913. It was popular with commercial drivers and did well in period formula events and hill-climbs.



*The Alldays 1903 Matchless Motorcycle*



*Alldays and Onions first car  
The 1898 Traveller*



*1905 Alldays 10 HP, twin cylinder, 3-seater*

## Focus on the Marque: Alldays and Onions contd.

A 16 hp 4-cylinder joined the line-up in 1906, and in 1908, the Enfield Autocar Co. was acquired. Shortly afterward, the range was rationalized, with most models being sold under both brand names. The Alldays contribution to the equation was the well-established twin and four-cylinders that put out 14 and 20 hp, always shaft-driven.

A 30/35 hp six-cylinder was listed from 1911 to 1914, compressed-air starters being optional in 1911. In 1913, the 990 cc V-twin Midget cyclecar was introduced, featuring air cooling and shaft drive, selling at £138.10s. (About NZ \$26,000 today). An 1100 cc 4-cylinder version with a bullnose radiator appeared in 1914, popular at the price of £175. (About NZ \$33,000 today). Pair-cast side-valve four-cylinders rated at 12/14, 16/20, and 25/30 hp filled out the immediate pre-war offerings.

Alldays & Onions had merged in 1908 with the short lived Enfield Autocar Company which had been formed to take over the car making interests of the Enfield Cycle Company. They produced cars called Enfield-Allday until 1925.

Alldays and Onions also manufactured railway inspection cars for the Great Eastern and London, Brighton and South Coasts Railways. At least one of these found its way to Australia for use on the Wolgan Valley Railway.

On flotation as a public company in 1916 the following products were manufactured: motor lorries, cars and vans, cycles and motor cycles, complete outfits for foundries, engineers' and railway workshops, pneumatic power hammers, drop and lifting stamps, oil, gas and fuel furnaces, hardening shop equipment, Roots blowers, blacksmiths' shops, exhaust and blowing fans, smiths' hearths, portable forges, anvils and vices, cranes, pulley blocks, bellows, etc.



*The 1906 Alldays 12HP, 4 cylinder 4-seater*



*Alldays 1913 990cc Twin V Midget*



*Alldays 1915 –Cylinder 'Bullnose'*

Photo: Anna-Karin Larsson

# Spring Tour to Whangamata: Christine Swanton gives her views of our recent tour

Progress  
October 2020

I write this piece about the NSVCC weekend Spring Tour, with a week old ewe lamb resting on the carpet by my feet. She is a rescue Wiltshire sheep from a mum who walked too far away from her sleeping new born and lost the essential bond that is life or death to the lamb. What an uncomplaining perfect pet; with a nappy on!

Well the Spring Tour started at a very unsociable hour to get down to the meeting point in Papakura at 8:15am. Early up, early breakfast, pack the car, and cross the damaged Harbour Bridge. The high wind gusts of Friday meant that two high sided trucks had been blown onto the Meccano bridge construction compromising the strength of the Auckland Harbour bridge so lane closures were in force. We got to Papakura in good time and caught up with the straggling arrivals.

It was too early for fish and chips when we arrived at Kaiaua although that didn't put some off trying. The bird watchers in their Campervans were scattered along that coast, even at this time of global pandemic.

Then it was the Model Barn but I didn't see anyone interested in the vast array of models on show. However the old tractors in the adjoining barn attracted attention, particularly their unfamiliar mechanicals. Paeroa is a great place to stop for lunch. With three interesting antique shops in just one block of shops, time was well spent, as was money, on so many items of interest.

The following Gold Fields Railway trip was a treat as well. The rear carriage dated 1911 was just wonderful with its pressed steel patterned ceiling, its hanging lights, and its seats that used to fold back or forth. The puzzle was to work out how they folded back as the head rest was un-upholstered on the back.



Lamb Nappy



A few 'hardy souls' forced down Fish 'n Chips at 10.00



Christine and Mike Swanton arrive at Waihi Station

## Spring Tour to Whangamata: Contd.

Progress  
October 2020

The answer was found on the back of the chair where the bottom was also an alternative head rest!

Waihi caused a moment of concern where roads were not where they should have been. That's life on a rally and one just has to be inventive. We found the viewing spot for the massive open cast mine and noticed a major slip that had taken out some of the far side of the crater. Let's hope a similar slip doesn't take out the mine building on the viewing side of the crater.

Whangamata and the club dinner was very welcoming. And the motel was very comfortable.



*Unspoilt beach at Pauanui*

What has happened to the 1950's bach by the beach? The 21<sup>st</sup> century "house" by the sea means that these coastal towns are now very organised suburban sprawl and the heart of the town is no longer a general store behind the sand dunes, but a town centre that ignores the sea. I'm not saying that the coast here is unpleasant at all, quite the contrary. The coast is beautiful. But to see the sea you have to find a way past the serried ranks of homes. We are spoiling the nature of our prime coastlines.

Sunday's run to Pauanui and Tairua just confirmed one's concern that the coast is being spoilt by too many homes, by suburban sprawl. And the hill sides one is travelling through are mainly covered in New Zealand weeds – *Pinus Radiata*. What an ugly sight. The tone was lifted however by the yellow flowering *Kumarahou* that was flowering in profusion along the road sides, peeking out from around the pine trees. I just hope that New Zealanders don't plant more vast acres of ugly pines to achieve our carbon neutral goal. We are spoiling the country enough.

At Pauanui we found the beach beyond the housing sprawl and looked up at the volcanic hill out of Tairua at the head of the estuary. Once we had travelled around to Tairua we stopped for a lovely lunch, followed by a visit to Tairua's gem and crystal shop which is a lovely place to browse through. Then we drove around to the volcanic hill, climbed to the top, had a history lesson in its volcanic origins from the many plaques, and enjoyed those lovely views back to Pauanui. We needed some exercise. And the former steam driven Auckland passenger ferry beached on the estuary at the base of the hill is very interesting too.

The whole weekend away was very enjoyable and sociable. The club is providing a great service to its members. Christine Swanton



*Urban sprawl on Mt. Paku, Tairua*

# Spring Tour Outtakes:

Progress  
October 2020

I was always taught that what goes on tour, stays on tour, but perhaps that was just a rugby club tradition? As you have, no doubt, read and heard the Spring Tour was great fun.

Anyway here's a few of the photos that I took on the event. I'm sorry I didn't manage to get photos of all the cars on tour. Notably missing were Ray Jackson's black Mustang and Brian Guest's stunning De Soto. Sorry about that, I thought we had photos of all the cars.



New committee member Mike Swanton ensuring that his chin doesn't catch Covid



Mike Garner, ready to film Ross Moon as he 'bodysurfs' that shiny table on the left.



A rare but incontinent Victor



Christine Swanton looks apprehensively at the 1911 rail carriage



Denis and Sheryl Martin pull into Waihi Station



..closely followed by Martin and Margaret Howson

## Spring Tour photographs: Second roll

Progress  
October 2020



*The Swanton's 1937 Vauxhall, Mike and Kay Garner's 1972 Ford Capri, the Martin's 1967 MGB-GT just parked as Grant and Sharon Stott arrive in their 1975 2.5 Triumph*



*John and Janice Gardner in their ultra-rare 1949 Ford Anglia Coupe*



*With squealing tyres and the smell of burnt rubber, Richard and Mary Lloyd run 'Doughnuts' in the station car park*



*Action shot of the Anglia on the hills over to Pauanui: No burning rubber with this one!*



*The Anglia with Roy Sharman's 1964 Renault Caravelle*



*And... RELAX... and take in the views of beautiful Pauanui Beach*

# September Committee Notes:

Progress  
October 2020

Synopsis of the latest committee meeting discussions

**New Members:** Nil

**Vehicles viewed:** Two possible donation vehicles have been viewed. The Landrover has been devalued by having a Falcon motor instead of the original. The possibility of acquiring the vehicles with a view of future disposal was considered but not favoured. The vehicles would be good to keep if we had the place to store them. The Daimler was suggested as being not being a particularly attractive vehicle to keep. It was decided not to accept the generous offer. There is a need for a set of criteria to be prepared in relation to donated vehicles.

**Dennis Bus chassis:** Enquiries are still continuing regarding the disposal of the Dennis chassis.

**Club Sign:** The sign on the field is to be refurbished. Quotes being obtained.

**Fulton Hogan request:** A request to have a trenched overland flow drain installed along the western boundary was declined.

**Lean to shed:** It was suggested that a lean-to shed be constructed to protect the tractor. It will be discussed further.

**Wednesday night meeting:** It was suggested that a Wednesday Club night function be held with a pot luck dinner starting at 7 p.m. in October 2020. A presentation would be given by Arnold Van Zon. Now set for 28 October at 7pm

**Tour Coach:** P. Lloyd suggested that he can hire a 5 star tour coach to take people away for a weekend. Offer is available. To be further considered.

**NSVCC website:** It was suggested the current website be refreshed and currently getting prices, which could be cheaper than the current one. C. Sandham was assisting with the background information on the various projects. The value of the website and value for money was considered worth pursuing and will be reported back.

**Budget:** A draft budget projection was prepared by the Chairman and was discussed at length. The budget was projected out till 2030. Various costs were discussed including the future restoration and property maintenance costs. The idea was to set accurate budget figures to see if the club has any possible future finance problems. T. Sparkes to review the spreadsheet and discuss further at the next meeting.

**New Shed CCC:** not yet issued. J. Higham to follow up. Need to move vehicles from the Storage Shed to the new shed once CCC issued.

Maurice Whitham: Club Secretary

## About Us

**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 09-473-5828 or 027-499-5588

**Immediate Past Chairman:** Kevin Lord 09-413-9157 or 027-235-0142

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

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

**Club Captain:** Paul Collins 09-422-0500 or 027-292-2204

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

### GENERAL COMMITTEE Members:

**Neil Beckenham** 09-426-5831 or 021-588-536

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