



North Shore
Vintage Car Club

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Progress:

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



Welcome all to another edition of our Progress magazine. Once again a big thank you to our contributors; your support is truly appreciated. From an administration point of view this is a busy month for the club with three significant events.

Firstly we have our AGM coming up on Wednesday June 16th at 8.00pm. Please try and get along and perhaps even consider helping out by standing for the committee. Next we will be publishing the results of our recent club survey in the next few days. The results have given the club a very clear mandate for our future direction and development plans. Finally our Constitution sub-committee have just about finished their update of our old document and are in the final stages of tidying that up before it gets presented to the membership for approval.

We are now working hard with our friends in the Waitemata and Warkworth Branches to put together the details of our joint Daffodil Day event. There is a poster later in this edition but basically we will meet at Caffeine and Classics in Smales Farm and cruise up to Matakana. You will be able to make your way to Matakana by whatever route you choose, although we are recommending going across to Highway 16 and then over Woodcocks. We expect around 150-200 cars on the rally so let's hope North Shore Branch can contribute to that figure.

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

In this edition:

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Cover Girl this month is the renowned GMC "Deuce and a half" 6x6 US WW2 Truck. We cover US WW2 Military vehicles in this month's Focus on the Marque.



Chairman's Report: Tony Sparkes

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Another month full of activity at the club. A very successful Brunch Run organized by Paul. Ray Jackson has started the long awaited partition wall to separate the museum from working parts of the shed. I look forward to the museum taking shape.

The bus moved under its own steam for the first time since the rebuild was started (other than when it briefly poked its nose outside the garage a few months ago). A very satisfying moment for all of those that have worked on it. Well done!

Your committee has been working on the results of the SWOT analysis and will be presenting proposals and budgets for these actions at the AGM on June 16th.

I had an interesting day at Kowhai Forge Blacksmith school and came home with a Japanese style chef's knife, hand forged by myself. I thoroughly recommend the experience if you are looking for something a bit different to do.

See you at the AGM.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman: NSVCC

*A pre-Covid shot of our Chairman at
Art Deco
with his Austin Chummy*



Club Captain's Report

May 2021

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May has been an eventful month with good weather for the club's Brunch Run bringing 25 cars and 46 people out on the day. A great turnout, thank you all who attended. The 3 questions asked on the run provided quite a variation of answers, but the eventual winners were Robert and Trish Brown. Well done!



June's Run (20th) will be a garage raid to visit two private car collections, and is being organised by Richard Bampton. Thank you Richard.

Our July (18th) event is planned to be a Fish & Chip run with a place of interest to visit along the way.

We also plan to have a Film evening on Wednesday 14th July. See flyer in this edition.

A meeting with Waitemata and Wellsford/Warkworth branches was arranged, to help sort out details for the up-coming Daffodil Rally in August, to raise money to support the Cancer Society. Your attendance and support for these events is greatly appreciated by all.

More details next month.

September 17th - 20th is the date for our Annual Spring Tour, and this year we are travelling North, to Kerikeri on the Friday night, then on to Kaitaia for Saturday and Sunday nights, (Cape Reinga visit on the Sunday), then returning via the West Coast and Rawene on Monday.

More details and entry form soon.

Keep well and Covid free,
and enjoy the club activities.

Paul Collins

Club Captain

Terry and Joss Costello took two parking spaces in their understated (but drop-dead gorgeous) Dodge Custom Royal



The Brunch Run: Report by Richard Bampton

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Funny how food always brings people and cars out of the woodwork.

Some cars started from the clubrooms after an enjoyable get-together and chat, but others missed out on that experience and a good tiki-tour, probably because they wanted to get to the food first.



Robert Brown's Model A and Andrew Lunt's Zodiac

Since my car is non-operational at the moment (*Editor: Is it an Austin?*), Philip Stenger kindly agreed to take me in his 1929 Chevrolet. OK, I know you will all gasp at me accepting a ride in an American car, but it wasn't a Ford. Some may wonder why Philip agreed to give me a lift, but he thought that a navigator would help. How wrong he was – he obviously hadn't heard how poor I am at navigating, particularly where roundabouts are concerned.

The instructions for the run were very clear and we passed through or skirted Albany and Rosedale but in Glenfield the road sign to Easton Park Parade was missing. "It was there yesterday, must have been pinched in the night.", was the excuse, which we have all heard before.



MG, Chevrolet, Something Teutonic and the Reo



Nelson Elliot's Stunning Reo

The Brunch Run: Report by Richard Bampton

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Those with local knowledge turned left at the appropriate junction (and won the question-and-answer bottle of wine) while the rest of us continued merrily on until, failing to find Kaipatiki Road, realised that something was wrong.

None-the-less all entrants continued through Birkdale and eventually found the delightful Ravenswood Café in Birkenhead, and all 46 members and 26 cars (including those who failed to attend at the clubhouse) enjoyed the cuisine, although we did have to point out to Peter Lloyd that you have to order the food before they bring it to you.

And what about the Chevrolet? Smooth-running, lovely tickover, comfortable, adequate power, quiet – I thoroughly enjoyed the ride. But the most impressive aspect was Philip's gear changing. It has a crash box, but there were no crashes. Changing up or down the gear changes were perfect.

Thank you, Philip, for a most agreeable jaunt, and to Paul Collins for plotting the run, finding an excellent café and losing a street sign.



David and Sally Lane with Joss Costello



Terry Costello enjoys the simple pleasure of Fried Egg on Toast



*Winners of the Tiki Tour:
Robert and Trish Brown,
with Club Captain Paul Collins*

Restoration Projects Update

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The Bus: Clive Sandham: Rear bumper fabrication is now finished and it is being painted. We've completed some of the wiring.

Bedford Truck: Peter Lloyd: Work on Bedford is still progressing. Jim Woonton has made up some door straps, that will stop the doors hitting the guards and damaging the lovely paint job Stuart has done. One of our new members Edward Tagg has started working his magic on the cab steps.

Wolseley: Paul Collins: Some progress at last. Manifold soda blasted to clean it up and refitted. Clutch fitted and aligned. Bottom water pipe fitted. Generator fitted. Air cleaner installed and breather pipe fitted - all in readiness for reinstalling, after engine bay is cleaned. Thanks to new member Terry Flude for pushing this project forward.

BSA Van: Clive Sandham: The woodwork is progressing well. Clive had a Singer 9 chassis and the front members match the BSA profile. We are looking at using it to graft in place of the damaged front sections of the BSA.

General: We always need help in the restoration shop, whether that be working on our vehicles (no experience necessary) or short tasks such as tidying up a single tool cupboard or bench. Please just pop into the shed on a Thursday and we will get you busy in no time!



Edward Tagg shapes the Bedford cab steps



Terry Flude and Paul Collins get down to some serious engine 'furtling'.



Left: The Singer 9 Chassis front. Is this the answer to our BSA chassis issues?

A rare one: Triumph GTR 4 Dove: Club member Frank Cleary tells us about a very rare vehicle.

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This is the only known Dove in New Zealand, in short it had been disassembled for the past 32 years and it needed a real imagination to picture it as a Dove. At the time I accurately described it as boxes of parts, a few heavy lumps and a rusty tub.

Rewind to early 1966, one Gerald Davies traded in his Mini Cooper at L.F.Dove & Co of Wimbledon and ordered a GTR4A Dove under the Personal Export Programme. He was given something unspectacular to drive and Doves then placed the order with Standard Triumph for a TR4A in white with black upholstery, heater and wire wheels. Dove of Wimbledon had conceived the idea of conversion of the TR4 into a 2+2 hard top in a similar manner to the Harrington Sunbeam Alpine and called it the GTR4 Dove, sometimes written with an “e acute” and pronounced “Dovay”. The Dove conversion comprised removal of the boot lid, fuel tank, and rear cockpit coaming. A 15 gallon fuel tank was located in the boot wheel well and a fibreglass roof was fitted complete with opening rear side windows and a remote operated rear hatch door. The rear seat folded, allowing greater luggage capacity at the expense of the passengers in a similar manner to the hatchbacks of today.

Thomas Harrington & Co Coachworks located in Sussex undertook the Dove conversions before the company was purchased by Rootes Group, at which point the days of the Dove were numbered. UK TR Registrar Jon Marshall from his research has concluded that 43 TR4s and 9 TR4As were converted to Doves. Today 3 or 4 GTR4A Doves are roadworthy along with a small number of GTR4 Doves

TR4A CTC 67126 was built on 13 May 1966 and delivered to coachbuilders Harringtons. At about this time Harringtons closed down and it is not clear at this stage if Harringtons started work on the conversion to Dove configuration, however Gerald has confirmed that the conversion was completed by Rolls Royce coachbuilders, Hoopers of London. The conversion programme was protracted as a result and once Gerald took delivery he used it around London until late 1966. He shipped it to Montreal, Canada as personal baggage on the Empress of Canada where the Dove toured the East Coast extensively as well as down into northern USA. In June of 1968 Gerald railed the Dove across Canada to Vancouver where it was shipped to Auckland on the P&O Orsova and registered as DG6090 on 15 July 1968 . Its journeys in the UK and North America had totalled 20,000 miles. At that time a personal import had to be held for 2 years and among other things Gerald used it for towing his trailer-sailor before refreshing it for sale with new wings and a repaint.



As it was in the beginning



Chassis and Engine



Progress on the body work

A rare one: Triumph GTR 4 Dove: Cont.

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It remained in Auckland with succession of 6 owners who ran up 50,890 miles before it was acquired by Roger Whetton in 1977 who was looking for a Surrey top TR4. He purchased the Dove (which by this time was looking very used) with the intention of converting it to a Surrey top model. Fortunately, a member of the TR Register, on hearing of this sacrilege convinced him of the rarity of the Dove. Roger drove it a further 328 miles and with a total of 71,218 miles on the clock the car was then completely stripped for restoration. Life intervened and there it sat for the next 32 years until a gullible punter visited Clevedon to look at it. This was Easter 2009 and it was not a pretty sight. The parts whilst largely complete had been stored in a dry environment, importantly it still retained the Dove conversion components and all numbers matched. The chassis was in excellent condition, outer body panels were good but the roof was very damaged and it was touch in go as to whether the tub was salvageable given that it had been stored outdoors for quite some time. The acquisition decision was not difficult but the explanation to Ann when she returned from the Easter break that she now owned the Dove was.

Enlisting the help of Kevin Tinkler we collected the body and chassis components on 9 May 2009 and delivered them to David Hayward in Waihi. David had successfully undertaken the TR4 bodywork for us and in a moment of weakness agreed to take on the Dove. Given its rarity the Dove restoration was given priority and the TR4 reassembly was put on hold. An inventory was undertaken, a restoration plan prepared and the many tub panels ordered via the TR Register indent scheme. The research into Dove conversions was considerable but necessary if we were going to restore it authentically. Jon Marshall and Paul Hogan of the UK TR Register both Dove owners and enthusiasts were extremely helpful by providing detail photographs, drawings, advice and parts over the duration of the project.

Now with all the planets in alignment David made a start on the tub and I undertook the stripping of the running gear components together with their complete refurbishment and repainting with POR 15. All bearings, bushes, road springs, nuts and bolts the like were replaced and I must say the finished components looked very nice. John Lee attended to the rear hubs, the drive shaft was balanced and the diff checked out. In parallel the engine was reconditioned and received the mild modification usually undertaken by Jack Brabham as a purchase option. I have since learnt the hard way when undertaking such a deep restoration that it pays to take nothing for granted and each component must be inspected and a conscious decision made to retain or replace. For instance the only oil leaks (thus far) following restoration are from the diff seals and while this is a relatively easy fix it would have been easier to deal with them at the outset while it was on the bench. Lesson learned.



"GT" Styling



Beautiful lines and stance



Clean enough to eat from

A rare one: Triumph GTR 4 Dove: Cont.

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The forward planning and management of the project was critical to avoid it stalling and a lot of time was spent on ensuring both parts and reconditioned components were available when needed.

During April 2010 I spent several weekends fitting up the chassis in David's barn and the big moment arrived in August when the engine, gearbox and exhaust were installed. By this time the considerable amount of work required on the tub and outer body was complete and tub was in paint. It was then mounted onto the chassis during September 2010 covering up all my hard work and displaying David's.



Just imagine driving in this.

We had decided that white did nothing for the style of the Dove and after careful research into colours of the period, Ann chose an Alfa Romeo "Russo" from 1966 along with grey upholstery trimmed in burgundy.

During January 2011 the body reassembly commenced, the intention was to have it completed and run in prior to making the journey to the National Weekend in Christchurch. It seemed doable at the time and I spent most evenings in my workshop dealing with the last nut and bolt of each component and many weekends in Waihi where the Dove was based working on the reassembly. By September the Dove managed to make the programmed slot with the upholsterer at which point the programme slipped and it was not until December 2011 that the car was delivered (with fingers crossed) for compliancing. I hadn't left anything to chance and there was no need to worry as the work and paperwork was all completed correctly. Final finishing took another month and its first journey of any significance was to Auckland for display at the Ellerslie Concours in mid February 2012. Programme wise it was the 11th hour and reluctantly I took the decision that it was just too fresh to drive to Christchurch as we were leaving a few days later.

Importantly at that Ellerslie event Gerald Davies the original owner introduced himself, he had always wondered if the Dove would eventually turn up and it quite made his day to see it there on display. We have remained in contact and his recollections have provided the detail of the Dove provenance.

Today the Dove does turn heads where ever it goes, it is often described as "pretty" and when compared with the hairy chested TR6. It has now been carefully run in and is starting to loosen up a little. Driving just gets better so it's time to push it harder, it would be interesting to compare its handling with a conventional TR4A.



Simply stunning front end

The Dove although several years ahead of the MGBGT it was hardly a commercial success. The price tag was some £300 more than a TR4 and the rear seat is only useful for small children. Although conversions stopped shortly after the Rootes Group acquired Harringtons, L.F. Dove of Wimbledon must be congratulated for initiating this private venture. It is however, a unique example of TR history and we are fortunate to have CTC 67126 here in New Zealand.

Although I'm prejudiced I think the outcome is stunning, however this restoration has only been possible with Ann's backing, the skill of David Hayward and the help and encouragement from TR Register members both in New Zealand and the United Kingdom.

A few months ago the committee spent some time developing a process that we can use to evaluate vehicles that we might consider as a restoration project. We developed a score sheet to be used to assign 'points' to various aspects of the vehicle. We also produced the following guidelines to explain the scoring and help assessors to rate potential vehicles:

*There are 8 criteria by which we judge a potential project vehicle. With an evaluation range of 1-5 for each criterion then the **MAXIMUM** combined project score would be $8 \times 5 = 40$. The **LOWEST** score would be $8 \times 1 = 8$. An **AVERAGE** score would be around 24*

In judging whether to accept or reject the offer of a club project vehicle there are many factors to consider. This note highlights the key criteria and offers suggestions of how to evaluate each one.

- **Rarity:** *Examples of a **HIGH** score would be judgements such as: "We've never seen one of those before" or "Only 5 were ever shipped to New Zealand". Examples of a **LOW** score would be judgements such as: "Hundreds of those were imported in the 50s" or "There are 6 of these for sale at present on Trade-me"*
- **Importance and relevance** to New Zealand's earlier transport history. *A **HIGH** score would be given to vehicles developed and/or assembled in New Zealand. A **HIGH** score might also reflect a familiarity, relevance and folklore of its place in our society.*
- **History:** *A **HIGH** score would be indicated by having a full documented history of the vehicle and specific local/New Zealand relevance. A **LOW** score would be a vehicle with minimal local history, no dating information and no relevance to New Zealand or local companies or individuals.*
- **Fleet fit:** *We probably would not want a repeat of a vehicle (or class of vehicle) that we already own. A **HIGH** score here might be given to class, make, age or nationality that is apart and different from our current fleet. A **LOW** score would be given to another bus, fire engine, tow truck, 1930s/40s English saloon. By the same token we probably would not want another 40s American saloon nor 50s English saloon.*
- **Originality:** *A **HIGH** score would be given to a vehicle with most of the original (and matching number) major components. A **LOW** score would be given to a modified vehicle with non-standard, out of period engine and drive train. An exception in this criterion might be a genuine period "Special" with supporting history.*
- **Timeliness:** *A **HIGH** score here would be indicated if we had spare resource and storage space to start a restoration within say the next six months. A **LOW** score would be appropriate if we had 2 or 3 projects in the queue and all available restoration space occupied.*
- **Effort and skills required:** *Probably not as important as the previous criteria but a **HIGH** score would be given if we had a surplus of skilled and experienced paint/body and or engineering/mechanical skills available. A **LOW** score would be given if all existing resources were busy/overcommitted.*
- **Membership reaction:** *Before making any final decision, we should gauge the view of the membership/Thursday morning group.*

Note that monetary value should not be a major evaluation criterion since financial value will already be set by many of the criteria above, such as rarity and history.

VW Beetle for sale: Spotted by Bruce Skinner

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Location: Pittsburgh, Pennsylvania, 15215
VIN #: 1342452474, **Mileage:** 25,401
Condition: Excellent, **Exterior:** White/Wood
Interior: Tan/Black

Seller's Description:

1973 Volkswagen Woody For Sale – Pittsburgh PA
For your consideration is a very unique 1973 Volkswagen Woody. The front end looks like a 40 Ford but it's a VW. Real wood and real craftsmanship went into this creation. Attention will be had when out and about! When this car is parked among typical classics, antiques and muscle cars, the attention and focus is on this woody! Below I will go through the condition of this Volkswagen Woody.

Exterior: The exterior has been finished in a very nice classic white. There are no signs of rust or cracking, the paint is very nice. The wood is in good shape for its age. No pieces of wood are missing or have visible cracks. Finished in a nice black vinyl, the condition of the roof is about flawless. All of the glass, lights and trim are in very nice condition.

Interior: Excellent condition is the best way to describe the interior. The wooden ceiling is in excellent condition, along with the upholstery dash and carpet. The gauges and lights work as they should.

Mechanical: The engine starts quickly, idles nice, runs strong & cool, the transmission and clutch feel great! Stopping handling and steering are all as they should be. The car is fun to drive.

Underside: Stock and unmodified. There are no rust issues or signs of accidents.

This is an amazing car that belongs in your collection if you can appreciate something unique. A good car to pack the family in and go for a cruise!

Price: \$27,000 obo



Upcoming Events:

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Events begin to get a little fewer and further between as we move into winter. 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. Obviously all these events are subject to Covid postponements.

June

June 7: Parked Up Out West: Rods, Vintage, Classics: Westgate 10.00am to 2pm

June 16: Club AGM 8pm: Make sure that you are there.

June 20: Club Run: Garage Raid visiting two private collections. **LIMITED SPACE:** Call Richard Bampton on 09 947 3042 to reserve a spot.

June 27: Caffeine and Classics: Smales Farm.

July

July 14: Wednesday! Film Night! A classic motoring movie.

July 18: Fish and Chip Run. with interesting stop en-route

July 25: Caffeine and Classics: Smales Farm. We will need a couple of volunteers at this to help hand-out flyers for the Tri-Branch Daffodil Run next month.

August

August 29: Daffodil Day: Joint run with Waitemata and Warkworth branches. Starting from Caffeine and Classics at Smales Farm there will be a very simple run to Matakana where there is a large reserved carpark for us and ample time for lunch and shopping

2022 VERO International Festival of Historic Motoring; 16-22 January 2022

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.



The spare chassis for the Dennis Bus has now been sold on Trade Me and is awaiting collection. The buyer, the son of a club member from Gisborne is planning to spend a good few years restoring the vehicle.

75 years in Crewe: Bentley celebrate 75 years manufacturing in its Cheshire base.

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Bentley has marked its 75th anniversary of car making in Crewe by putting a vintage vehicle on display. A Bentley Mk V, the predecessor to the successful post-war Mk VI model, is being showcased outside the Pym's Lane factory as the firm celebrates its production landmark in Crewe. The Mk V, was the last pre-Crewe model, before the former Rolls Royce switched its car production from Derby to Crewe in 1946 when the Mk VI was the first car to be made. The nostalgic touch comes as the current generation Bentley models roll off the production line at record levels.

Peter Bosch, Bentley's Member of the Board for Manufacturing, said: "For 75 years Crewe has been synonymous with luxury car manufacturing and our colleagues have produced some of the world's most iconic and desirable products, including cars for global royalty and unique personal commissions. Beyond bricks and mortar, this milestone pays homage to the colleagues who have built our brand in Crewe, and I'd like to express my thanks and admiration for their dedication over three quarters of a century." During the 75-year period, 197,086 luxury cars have been handcrafted in Crewe and records show that 84 per cent of all cars built for the UK market are still on the road today. Bentley is currently building 85 cars per day; one month's output, two decades ago.

Although Bentley's history dates back to 1919, Crewe became part of the luxury marque's story in 1938 when the Pym's Lane site was transformed from potato fields to a manufacturing base for Merlin aeroplane engines, during the war efforts. With car production having ceased in the war years, the former home of the company in Derby was committed to building new-era jet engines in 1946, meaning a new location was required. The Bentley Mark VI was built entirely at Crewe works and the first to be offered with a pressed-steel body shell as standard. It became one of the marque's biggest selling cars in history. Bentley was bought by the Volkswagen Group in 1998 and the Pym's Lane site underwent significant modernisation. Over the coming weeks, Bentley's most-recent investment will see the opening of a purpose built Engineering Test Centre and R&D building.

Stuff the other reports do not tell our members.

It is good that officers of our club write interesting reports telling our members what has happened and what is going to happen, but they often overlook the most noteworthy stuff.

For example, although we all know, and are impressed by the excellent work that our editor has done on the mudguards of the Bedford Tow-Truck, which included taking over when others had fallen by the wayside, painstakingly making patches and repairing the metalwork (with some assistance from others), bogging and sanding, bogging and sanding and bogging and sanding until he was satisfied with the result (and a good result it is) then undercoating and painting them and fitting them to the truck. Then, unfortunately he let himself down. Although the club possesses an electric buffing machine he had to be told to switch it on, not try to polish the mudguards by rubbing it manually over them. And he is a slow learner. The fact that it was electric was explained to him, but, when he turned to the second wing he had obviously forgotten what he had been told, and started using it manually again. Note, this story has not been made up – there were a number of spectators who can corroborate the episode, as well as photographic evidence.

There is also photographic evidence of another even stranger event. Thanks to David Lane, the Caltex sign has been repaired, free of charge, by Caltex. Volunteers were called for to put the Perspex insignia back onto the stand. No surprises to learn that Jim Drummond immediately put his hand up, but your intrepid reporter and photographer spotted an unlikely assistant. Is this the first time we have seen our wonderful Treasurer doing anything other than cooking the books?

Anon – name suppressed to maintain anonymity of Progress secret reporter.



Press the switch..and turn the flippin' thing on!



Jim Drummond and 'closet' scaffolder Ross Moon

Club night special: Made in 1969 this British/
French/Italian film is not to be missed.

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FILM NIGHT

Wednesday 14th

July at 7.30



MONTE CARLO OR BUST

Starring:	Tony Curtis	Susan Hampshire
	Peter Cook	Dudley Moore
	Terry Thomas	Eric Sykes
	Gert Frobe	Jack Hawkins

"The funniest motoring film I have ever seen." Stirling Hamilton

"Excellent, accurate portrayal of this iconic race." Lewis Moss

"Awesome." Possum van Ginsbergen

Full programme also includes an industry documentary



Caption Competition? Richard Bampton and John Higham



This 'Big' beauty graced our place last Thursday. But what is it?



Terry Flude's Nash with a rather clever MGB engine upgrade



David Lane installs a new Operating System in the Stores computerised stock system



Spotted this smart Austin Seven at the Manly Village shops recently. "Him belong anyone here?"



Terry Costello: Consistently our most photogenic member

Focus on the Marque: US military trucks of World War 2

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You may recall in our last edition we wrote about the 50 year service celebrations for the Helensville Fire Chief. In that article we featured the Titirangi Fire Truck that once served in the Solomons. I personally was interested in the similarities between the Titirangi Truck (International) and the ubiquitous GMX 6x6 Trucks, many of which were abandoned in New Zealand after the war. Curiosity peaked, I thought that I would dig a bit deeper; hence this article.

Before we look at the trucks in detail there's a subtle difference between the approach taken by Americans compared to the British. Being so large and wielding such a massive budget the Americans preferred purpose built military trucks. They specified a set of capabilities and went to the market with requests to build those vehicles. The British, on the other hand, with a smaller budget focussed at least initially on acquiring standard commercial vehicles and modifying them for military use. Thus when reviewing US vehicles they all have a similar appearance and show few traces of civilian heritage. British military trucks however are instantly recognisable and show similarities to their civilian versions.

In the remainder of this article we will look at the most popular US WW2 Trucks.

The Studebaker US6 (G630) was a series of 2.5 ton 6x6 and 5-ton 6x4 trucks manufactured by the Studebaker Corporation and REO Motor Car Company during World War II. The basic cargo version was designed to transport a 5,000 lb (2,300 kg) cargo load over any type of terrain in any weather. Most of these were exported to the Soviet Union under Lend-Lease by the USA during World War II, since the competing GMC 6x6 CCKW design proved to be more suitable for Western Front conditions.



Dodge .75 ton 4x4



Chevrolet 1.5 ton 4x4



Studebaker US6 (G630)

Focus on the Marque: US military trucks cont.

The GMC CCKW, also known as "Jimmy", was a highly successful series of off-road capable, 2.5-ton, 6x6 trucks, built in large numbers to a standardized design for the U.S. Army, that saw heavy service, predominantly as cargo trucks, in both World War II and the Korean War. The original "Deuce and a Half" formed the backbone of the famed Red Ball Express that kept Allied armies supplied as they pushed eastward after the Normandy invasion. The CCKW came in many variants, including open or closed cab, long wheelbase and over a score of specialized models, but the bulk were standard, general purpose, cargo models. A large minority were built with a front mounted winch, and one in four of the cabs had a machine-gun mounting ring above the co-driver's position.

Of the almost 2.4 million trucks that the U.S. Army bought between 1939 and December 1945, across all payload weight classes, some 812,000, or just over one third, were 2.5-ton trucks. GMC's total production of the CCKW and its variants, including the 2.5-ton, 6x6, amphibian DUKW, and the 6x4, 5-ton (on-road) amounted to some 572,500 units – almost a quarter of the total WW II U.S. truck production, and 70 percent of the total 2.5 ton trucks. GMC's total of approximately 550,000 purely 6x6 models, including the DUKW. Additionally, GM built over 150,000 units of the CCKW's smaller brother, the 1.5-ton, 4x4 Chevrolet G506, at the same factory. The Mack NO 7.5-ton 6x6 truck was a heavy 6x6 cargo truck designed in the 1940s by the American manufacturer Mack Trucks. It was used by the U.S. Army as an artillery tractor for heavy artillery during and after World War II. The official U.S. Army designation was: *Truck, 7.5-ton, 6x6, Prime Mover*.



*The famous GMC CCKW 2.5 ton 6x6.
The "Deuce and a half".*



The Diamond T 4-ton 6x6 truck.



Mack NO 7.5-ton 6x6 truck.

To continue up the load range we next come to the Kenworth/Ward-LaFrance 10-ton 6x6 heavy wrecking truck was the standard heavy wrecker of the US Army during World War II. Ward LaFrance began production in 1941 and would build 4,925 vehicles. Kenworth began in 1942, but because of interruptions in manufacturing only built 840. At first the manufacturers' chassis were similar and used the same components. After the 1943 upgrade to A1 standard, the two chassis were mechanically identical and parts were interchangeable. After the war, the rating of the 10-ton wrecker was lowered to 6-ton.



M1A1 10-ton 6x6 wrecker

The M19 Tank Transporter was a heavy tank transporter system used in World War II and into the 1950s. It consisted of a 12-ton 6x4 M20 Diamond T Model 980 truck and companion 12-wheel M9 trailer. Over 5,000 were produced, and employed by Allied armies throughout all theatres of war. It was superseded in the U.S. military by the M25 Tank Transporter during the war, but usefully redeployed in other tasks.



Diamond T Model 981 12-ton 6x4

Finally we come to perhaps the oddest truck in this article The GMC DUKW 2.5 ton Amphibious. The DUKW (colloquially known as Duck) is a six-wheel-drive amphibious modification of the 2.5 ton CCKW trucks used by the U.S. military during World War II and the Korean War. Designed by a partnership under military auspices of Sparkman & Stephens and General Motors Corporation (GMC), the DUKW was used for the transportation of goods and troops over land and water. Excelling at approaching and crossing beaches in amphibious warfare attacks, it was intended only to last long enough to meet the demands of combat. Surviving DUKWs have since found popularity as tourist craft in marine environments.

*"Is it a bird is it a plane?"
GMC DUKW 2+1/2-ton 6x6*



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Daffodil Rally for Cancer

SUNDAY 29 AUGUST 2021

Join us for the

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Registrations from 9.00 a.m. at the Smales Farm Caffeine and Classics

Rally starts from 10.45 arriving at Matakana from 12.30 for a public car display

Organised by The Waitemata, North Shore and Wellsford/Warkworth branches of the Vintage Car Club of New Zealand

Enquiries: Leon Salt Ph: 027 423 8122 email: brendda@xtra.co.nz

\$10

vehicle entry
fee - all fees
donated to the
Cancer Society

To find out more about your local
Daffodil Rally for Cancer, visit www.vcc.org.nz

Deep down and technical: *Hexavalent* versus *Trivalent* chrome plating

Progress
June 2021

The palm trees of Southern California never look so iconic as when viewed in the reflection of the massive chrome bumper of a big American sedan, cruising down some sun-drenched boulevard. Soon nobody in California will be able to replicate that reflection after a proposed ban on *hexavalent* chromium in favour of a more environmentally friendly alternative. The push to ban hexavalent chromium from the chrome plating process isn't a total ban on chroming in the state, according to CARB (California Air Resources Board) but the state agency has yet to issue any draft regulations. However, it has started conversations with platers, plating groups, and other stakeholders to determine how it should go about replacing hexavalent chromium with trivalent chromium.

The difference between the two, from a public health standpoint, is significant. Hexavalent chrome (chromium VI), which CARB identified as a toxic air contaminant in 1986, is a carcinogen "for which there is no safe threshold exposure level." The fume suppression products that platers have used since to reduce the amount of chromium gas emitted during the electroplating process contains so-called "forever chemicals" that have been blamed for a variety of health problems. Trivalent chrome (chromium III), on the other hand, is not considered a carcinogen, and is far less toxic to human health.

A relatively new process (in 2017, just 10 companies in the United States plated with trivalent chrome), trivalent chrome plating has similar operating costs and has yet to be fully accepted by OEM automakers. Yet, for decorative chrome platers, trivalent chrome has one major drawback: It doesn't have the same look as hexavalent chrome. Hexavalent has a clear blue sheen, but trivalent is more grayish and smoky. Trivalent will not replace the look of hexavalent. Which is a problem for anybody looking to restore an older vehicle in California to the original specifications or to re-chrome a part to match the rest of the chrome on their vehicle. The costs involved in changing from hexavalent to trivalent chroming could be prohibitive for small companies and thus if hexavalent is banned completely many would just go out of business.

Editor: Thanks to Bruce Skinner for pointing me at this topic.

On doing the research my main objective was to find some photos that might illustrate the differences in appearance between the two processes. Unfortunately I could not find any photos, which leads me to believe there is little difference. Nonetheless I can imagine that a discerning eye would spot the difference if the old and new products were on show side-by-side. Unlike paint matching where doors don't match guards and where huge efforts go into 'feathering' repair patches, I cannot think of any areas where you might have a new plated component so close to an original component that you might be able to detect a difference in appearance.

If you have any experience of this topic then we'd love to hear from you.

Committee Notes: 31 May 2021

Synopsis of the latest committee meeting discussions

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New Members: Max Pople

Northern Raid: Disappointing turn out for the Northern Raid was discussed again at the recent meeting. It was suggested that greater advertising, including Beaded Wheels and the centre page pull out in the hard print magazine seemed to be effective in getting participants. Northern Raid to be run again this year as a National Branch event.

Air-conditioning: Heat pumps for the flat and clubrooms have been approved. The clubrooms to have 3 vents with 13.5 watts.

Dennis bus signwriting: Dennis bus signwriting discussed and painted handwritten quote has been accepted.

SWOT Analysis: S. Battersby discussed results of the survey and broke down into five main areas. It was agreed that the information analysis is to be sent out to members before the AGM for discussion at the AGM. Need to get more involved in Project Teams.

Budget Figures: The proposed budget forecast figures was discussed. The proposed budget will be tabled at the AGM for discussion.

Constitution: Brief discussion regarding the proposed new constitution. The document is almost ready for review by our solicitor prior to presentation to our members.

Daffodil Rally: A meeting was held with Waitemata and Warkworth/Wellsford Branches regarding a combined Daffodil Run. Will start and Caffeine and Classics travelling through to Matakana.

Parts Shed circuit breaker: RCDs have now replaced circuit breakers in then new sheds and the same treatment will be afforded to the Parts Shed.

Roofing repair: Clubroom roof has been checked and new rain heads will be installed.



Another packed Thursday morning at our Tea and Coffee get together.

About Us

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Club Address: 40 Masons Rd, Albany, 0632

Phone: 09-4792779: **email:** northshorevcc@gmail.com

Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wednesday from 7.30pm.

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

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

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

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

Club Committee

Chairman: Tony Sparkes 09-473-5872 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

John Higham 09-478-7973

Ray Jackson: 0274 948 159

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

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

Mike Swanton: 09 426 0011

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