



North Shore  
Vintage and  
Classic Car Club

- > Your journal
- > Your stories
- > Your photos
- > Your cars
- > Your ideas
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## Progress:

The monthly journal of the Vintage and  
Classic Car Club- December 2025



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# Chairman's Report: John Higham.

Hello Members,

I have been reading a book *Exactly – How Precision Engineers Created the Modern World* by Simon Winchester. It is rather hard and detailed reading, but there are several references to how the motor industry was influenced and developed by “precision engineering”.



Winchester describes the difference between *precision* and *accuracy*. Taking as an example shooting at a target, consistently hitting the bullseye is precision, grouping of shots elsewhere on the target could be termed accuracy.

Rolls-Royce motorcars were the evolution of engineering a motorcar by Henry Royce being captivated by perfection and accuracy. He did whatever was necessary to provide a perfect vehicle, achieving this by using dedicated craftsmen who were accurate in their work. Cars were leaving the factory at the rate of two per day.

About the same time, Henry Ford became interested in bringing precision engineering to the general public on a prodigious scale. He demanded a standard of precision for his components that had seldom been either known, or achieved, before. Then he instigated a new system of manufacture that had seldom been tried before, the production line. This was only possible because these precision components were interchangeable and could be randomly assembled by, in the main part, unskilled or semiskilled workers. Cars were leaving the Dearborn factory every forty seconds.

It's been nice to have a bit of spring weather of late. Thanks to Richard Bampton and John Castle a very pleasant garden tour, with a good turnout, was held on Sunday 23 November on such a lovely day.

Please note the Special General Meeting to be held 11am Thursday 11 December 2025 is **postponed until Thursday 15 January 2026**, see following page for notice, will be voting on the adoption of our revised constitution and a proposal to reinstitute a joining fee.

As this is the last *Progress* for 2025, Merry Christmas and all the best for 2026.

John Higham



# **Notice of Special General Meeting – Postponement and Altered Date**

Apologies members.

We have become aware that a few members have not received notification of the intended **Special General Meeting** due to be held at 11am Thursday 11 December 2025. The meeting has been **postponed until Thursday 15 January 2026**, and is formally notified as follows:

The North Shore Branch, Vintage Car Club of New Zealand

Aka

The North Shore Vintage and Classic Car Club

Notice of Special General Meeting – Altered Date

Notice is hereby given that a Special General Meeting of the North Shore Branch, Vintage Car Club of New Zealand will be held Thursday 15 January 2026 at 11am in the Clubrooms, 40 Masons Road, Oteha, 0632.

***The Agenda is:***

**Welcome**

**Apologies**

**Notice of Motion No 1**

That the Branch adopt the revised Constitution version 17. The amendments are mostly to align with the Incorporated Societies Act 2022.

Proposed J Higham Chairman, Seconded M Whitham Secretary.

**Notice of Motion No 2** That the Branch adopt the proposal to enact a by-law to reintroduce a Branch joining fee version 003.

Proposed M Whitham Secretary, Seconded J Castle Club Captain.

The Branch Committee endorse both NoM's.

There will be no other business.

Copies of the constitution v17 and joining fee v003 are attached for emailed distribution of this notification, and copies are available for reading at the clubrooms for those members receiving this notification by postal mail.

Both of these items were on the Agenda for a Special General Meeting to be held 29 October 2025.

That meeting had to be abandoned due to the lack of a quorum being present. Please attend this meeting as it is important that we have a quorum of over 41 members present.

John Higham - Chairman



# **NOTES OF COMMITTEE** **MEETING 24 th November** **2025**



**New Members:** Laura and David Prideaux  
Richard Ward

**Notes:** Health & Safety- Russell Ness addressed the meeting regarding Health & Safety issues. Many of the issues previously raised have been eliminated or satisfactorily managed. Discussion took place regarding the location of the Defibrillator (AED), which needs better signage.

Expenditure was approved to purchase a number of minor items necessary for the clubrooms and workshop areas.

Sponsorship Program – A Sponsorship Program is being considered where a number of businesses can have advertising rights in the magazine in addition to being invited to speak on Thursday morning regarding the products /services provided by their business or attend Open Days etc

Constitution Special General Meeting – A reminder that the Special General Meeting for finalizing the constitution is Thursday 11 December 2025 at 11.00 am morning tea. We need over 42 members to attend this short meeting.

Proposed Shed – The proposed shed is on hold until the committee has reviewed its need and location. In the meantime it was decided that no mechanical work is to be undertaken on the vehicles in the storage shed.

Club owned vehicles – The issue of club owned vehicles was raised again, as to what type of vehicles the club should own and the numbers involved. This will be addressed in the new year.

Finally, as this was our last committee meeting for the year, the Chairman wished all present a very Merry Christmas, and likewise the Committee wished the membership to have a great Christmas and look forward to a great new year ahead.





# **North Shore VCC**

## **Club Captains Report – November 2025 -**

John Castle

### **Coming Club Events**

**13<sup>th</sup> December (Saturday)** – Club workshop morning 9-12pm for Club members to access workshop and parts shed facilities.

**14<sup>th</sup> December ( Sunday)** – The Club Xmas Car show, gymkana and BBQ for members and family. Flyer to be sent.

**18<sup>th</sup> December (Thursday)** – Final meeting for 2025 , Xmas eats and Award presentations .

**15<sup>th</sup> January (Thursday)** - **Special General Meeting at 11.00am** to approve Club Constitution for Incorporated Society submission. Coffee and cake as normal at 10.30am

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

**1<sup>st</sup> March 2026** -Brits & Euros Car Show Lloyd Elsmore Park , Pakuranga details To Be advised.

**12<sup>th</sup> April 2026 ( Sunday)** Our annual Car Show with details to be advised.

### **Other Events**

**22<sup>nd</sup> November ( Saturday)** – Auckland Branch VCC Motorcycle Section Rally will be run from NSVCC HQ . J Castle will be opening up at 8.00am and later securing Club premises in the afternoon.

**29<sup>th</sup> November** – Orewa Xmas Parade register your interest with Richard Bampton limit of 15 vehicles. Richard needs 4 more vehicles.

**6<sup>th</sup> December ( Saturday)** – American Classic Car Club lunch at our Club . J Castle will open up in the morning and lockup early afternoon. Club members are welcome to visit.

**8<sup>th</sup> February ( Sunday)** – Ellerslie Car Show & Concours Judging

**19<sup>th</sup> – 22<sup>nd</sup> February 2026** - Art Deco Festival in Napier



# North Shore VCC

## Club Captains Report –

### November 2025 - John Castle

continued



### Other Events-continued

**15<sup>th</sup> – 21<sup>st</sup> March 2026** – Vero International VCC Rally in Nelson .

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

Remember the Morris 8 and Chevrolet are available for club members use.

## 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



### **Festive Greetings from your Editor**



As the year draws to a close, I extend my warmest wishes for a joyful and peaceful festive season. This is a wonderful time to pause, reflect on your collective achievements, and cherish moments with loved ones. We thank all our members for their hard work and dedication throughout the year. As you celebrate and prepare for the coming months, please remember to prioritize your safety and well-being. We wish everyone **a happy, healthy, and prosperous New Year!** Apologies for the lateness of this edition due to a Technical issue. Best wishes- Wade





# Xmas Car Show & Gymkhana



**Sunday 14<sup>th</sup> December 2025  
from 9.00am until 1.30pm**



**All sheds will be open. Also a Xmas BBQ with quality sausages and real ham rolls  
Tea & coffee in the club house**

**This will be our best ever Gymkhana!!!**

The Bathurst track has been extensively re-configured and upgraded (with advice from a former racing driver) and the other fiendish tests of skill and judgement will sort out the men from the boys and the ladies from the girls.

NOTE – although the hoons like to behave in their own fashion, all sensible drivers (and even some Model A owners) will approach the tests in a sober and dignified manner, and there is no risk of damage to your precious vehicles.

Any Club Eligible vehicle is welcome to enter.

Can you beat a Mini-Cooper, a Lotus Cortina?

Can you do better than an Austin 7?

Or a Buick?

Come and try.

**BUT.....BUT.....BUT.....BUT.....BUT.....BUT.....BUT.....BUT.....**

**BUT** These things don't just happen.

Volunteers are needed.

About 4 early to help set up the tests

During the day a large team is needed to time events,  
check on performances.

If we have plenty of people then you will only need to do a short stint.

Ask Richard Bampton before the event or on the day. (Full training will be available!)





# North Shore VCC Members:

## Workers Day: Saturday 13<sup>th</sup> December 2025

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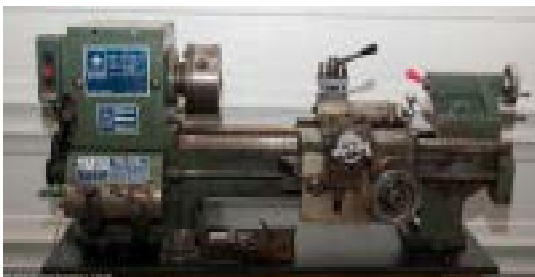
No, this isn't a  
left wing,  
socialist

celebration, rather it's the first of  
2 or 3 experimental weekend  
openings that recognise that  
many of our members still work  
during the week and are unable  
to visit the club when all the  
Sheds are open. Over the next  
few months, we will be  
scheduling a few weekend  
openings so that those that work  
weekdays can get a taste of what we  
do, our facilities, equipment and  
capabilities. The first of these is  
scheduled for Saturday 13<sup>th</sup> December

from 9am to 12 The Villa, Spares Shed, Museum, Members' Bay, Hoist (perhaps for a quick inspection or service?) and Restoration Shed will be open.

This will also mean that you will have access to all the restoration equipment Lathe, Sandblasting, Mig Welder, Sanders, Grinders, Guillotine. **MUCH OF THIS EQUIPMENT IS DANGEROUS** and you are strongly advised not to use any equipment, without detailed knowledge, experience or appropriate safety gear. We will need support of some of our more experienced restorers/members to offer advice and guidance if required.

..... Or maybe you just come down for a chat, nousey around and a coffee and biscuit?



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## Delegate's Report

from Richard Brampton

Several Branches made comments to the Management Committee regarding the draft By-laws, and a number of those comments have been adopted. For some unknown reason the NSVCC comments were not included. However the Branch Committee has considered the Club response and will be sharing their thoughts with other branches before a final reply is made to the Management Committee.

Your Branch Committee has also reviewed the new Club Constitution and will be sharing those thoughts with other branches.

It has been very interesting and helpful to discuss these matters with other branches, which suggests that the Regional Representative system should be effective.



Clive and Jim repair cable



Our next project



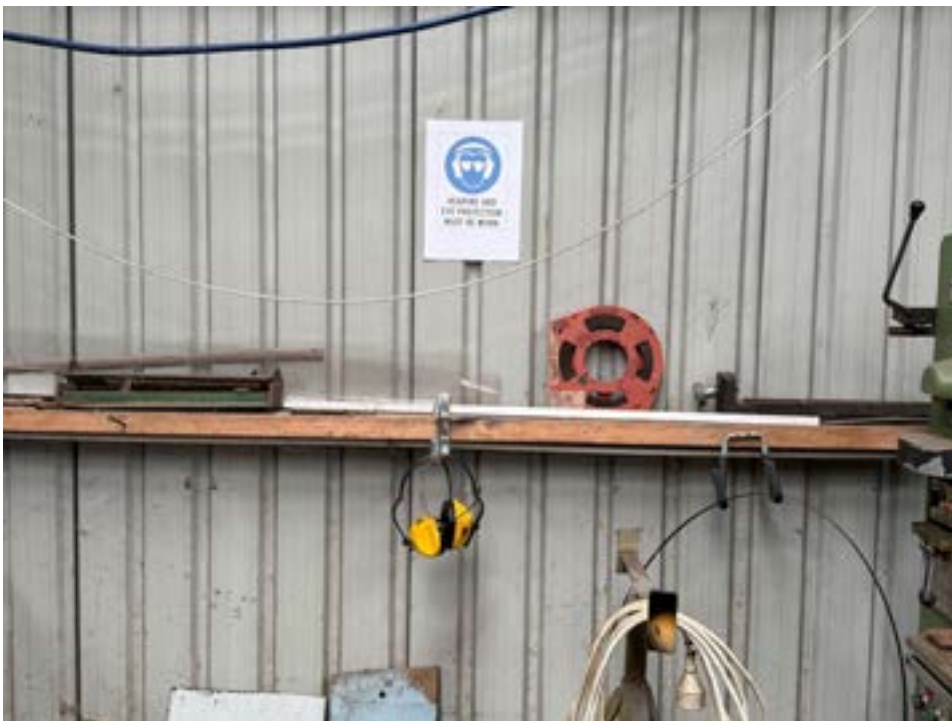


## Health & Safety

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Our committee is committed to keeping us all safe. Recently, Committee members approved the purchase of additional safety glasses and hearing protection along with a first aid kit for the woodwork shed and some signage reminders. In most cases, safety glasses and earmuffs have been placed under signs and near where the safety gear is needed.

As the restoration shed has the most hazards, this article focuses on the work that has been done by members to make this area safer.



We should all note that the AED (Defibrillator) is just inside the door to the restoration shed as signage indicates.





## Health & Safety-continued

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Last Thursday, a club member commented that the restoration shed walkways are being kept clear and free of trip hazards.



Another member pointed out some uneven concrete slabs between the restoration and woodwork sheds causing a trip hazard. These will be ground to make them more even. The hoist has been rewired and the mirror in the woodwork shed is being made secure. Also, the fire extinguisher in the museum is being moved so it is visible.

As always, 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  
027 434 3127







# Have lens will snap: Captured by Terry Costello.

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Parts shed sort out



Neville looking for points



Parts shed sort out



Parts shed sort out



Parts shed sort out



Parts shed sort out





# Have lens will snap: Captured by Terry Costello.-continued

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Parts shed sort out



Parts shed sort out



Parts shed sort out



Parts shed sort out



Ian



Matt showed his Essex





# Have lens will snap: Captured by Terry Costello.-continued

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Steve's Model A Truck

Unusual diff head what is it off?



Jim checks the diff



Arnold and Ian



Clive rolling steel



Steve's Model A Truck





# Have lens will snap: Captured by Terry Costello.-continued

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Ha ha found the problem



Tony restoring the dashboard



Ray at smoko



Smoko



Barb on smoko clear up



Barb sorting the museum





## North Shore VCC Run Gardens and Model Trains

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Well, Sunday 23rd November certainly shaped up to be a superb day for a club run, and what a day it was. About 28 cars assembled at



the Clubrooms ready for a 10.30 take off for our first garden “treat” - well half of us anyway! We were split into two groups so we could all get the benefit of what we were going to see!

Our first garden (with our hosts Jenny and Trevor Cheer) was a magnificent array of perennial flowers, mature trees and sensitive plantings for the ladies (well, not really), but then we were taken into Trevor’s oversized “garage” where he housed, not a car, but a stupendous model railway. Oh my goodness, this was super impressive- even for the ladies - Trevor has the largest to scale small gauge railway in the southern hemisphere where he boasts 6 trains and as many lines - steam passenger train with about 6 carriages, a coal train, logging train, freight train and a couple of others, plus all the most incredible buildings, wharf - a replica of the Opuia wharf, complete with 120 piles, even with mussels painted in them!!, a replica railway house, complete with veg garden and chooks, tunnels etc with the most extensive electrical set up I’ve seen to operate the whole system.



It was then time to swap this group over and let the second half enjoy the train as much as the first group after thanking our hosts for sharing their garden with us.



## **North Shore VCC Run** **Gardens and Model Trains-** **continued**

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It was then time to move on to our next destination- 10 acres of magnificent lawns, a driveway boasting large magnolias and a wonderful garden of varying plants, not to mention so much room for us all to have our picnic lunch. Liz Rosie, who bought the bare, square acreage 12 years ago with her late husband, has transformed this land into a “park” for everyone like us, to enjoy. Everything so tastefully planted - huge sago palms dotted around for us to drool over as well as loads of succulents and native plants, it to mention all the gorgeous trees, the summer house and the fabulous orchard a lot of us wouldn't have seen.

We all gathered here for lunch where we enjoyed each other's company and from there it was time to swap the groups over and our group stayed and rambled over Liz's gorgeous garden while the rest went to Jenny and Trevor's garden and train set up.

What a wonderful way to spend a fantastically warm and sunny Sunday morning and afternoon. I think (and I say this on behalf of everyone) it was quite the most spectacular day for both the guys and girls all of whom were in their old cars and enjoying the camaraderie of our fellow club members.







## North Shore VCC Run Gardens and Model Trains- Continued

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Thanks must go to Richard Bampton for organising this day- even though he disappeared in the Morris 8 for a while before we started - but had to leave the run sheets to John Castle to hand out !!!!

I think Richard must have gone for a bit of a "blat" while no one was watching as he loves that little car!!!!

I've attached some photos of the train, the Cheers beautiful flowers and the last one of our own Andrew Lunt in VERY pensive mood- no, he just likes having HIS photo taken instead of taking photos of everyone else!!! By Barb Stubbs



New in the parts shed



Clive and Jim repair cable



Lyall preparing for painting



# Automobile glass in New Zealand

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Automobile windscreens in New Zealand evolved from no protection to the use of simple developments included tempered glass for side/rear windows, heated and UV-filtering glass in the late 20th century, and the impact of free trade agreements on local glass manufacturers in the 1980s.

## Early years (1900s)

**No windscreen:** The first automobiles arriving in New Zealand, like elsewhere, had no windscreens, leaving drivers and passengers exposed to the elements.

**Optional addition:** Around 1904, windscreens were introduced as optional equipment, consisting of a simple, horizontally divided piece of ordinary glass.

**Safety concerns:** This early glass was prone to shattering upon impact, posing a significant safety risk.

## Safety glass era (1930s onwards)

**Laminated glass:** Laminated safety glass was introduced in the 1930s, which was a major advancement for windscreens as it held together even when shattered.

**Tempered glass:** Tempered glass was also introduced in the 1930s for side

and rear windows, designed to break into small, blunt pieces instead of sharp shards.

**Wipers become common:** Windscreen wipers, invented earlier, began to be more commonly used with the improvements in glass technology.



The Model A was the first car to have safety glass in the windshield and a rear-view mirror was optional.





# Automobile glass in New Zealand-

## Continued

### Modern and contemporary developments

#### (late 20th century to present)

**Heated windscreens:** Ford introduced heated windscreens in the 1980s, which are now a common feature for defrosting.

**UV and acoustic glass:** Later innovations included UV-filtering glass to block harmful rays and acoustic glass to reduce noise levels inside the vehicle.

**Local manufacturing impact:** In the 1980s, the reduction of import tariffs led to cheaper imported cars, which caused some local New Zealand windscreen glass manufacturers to close down.

**Ongoing evolution:** Windscreen technology continues to advance with innovations improving safety and sustainability. **Laminated glass:** Laminated safety glass was introduced in the 1930s, which was a major advancement for windscreens as it held together even when shattered.

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Inside Pilkington's glass factory, Taita, Lower Hutt



## Automobile glass in New Zealand- Continued

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**Ongoing evolution:** Windscreen technology continues to advance with innovations improving safety and sustainability. The first car in New Zealand with a glass windscreen was likely the Mararn McLaren New Zealand's only production McLaren, and its windscreen was a unique challenge. The windscreen was a specific and unique piece. Pilkington Glass in Lower Hutt manufactured the windscreen in the 1970s after many failed attempts. While not the first car to have a windscreen in New Zealand overall, this project highlights Pilkington's local automotive glass manufacturing capabilities during that period. After numerous attempts—reportedly over 100—Pilkington successfully produced a usable windscreen for the car.



Mararn-New Zealand's only production Car

The **Mararn** is a New Zealand-produced, road-legal replica of the unfulfilled dream of McLaren founder Bruce McLaren: the **McLaren M6GT**. The M6GT was conceived by Bruce McLaren in the late 1960s as what could have been McLaren's first road-legal supercar. Only one prototype was completed before Bruce's untimely death. The Mararn is a direct descendant of the M6GT's design. It began as a replica kit car body (known as the Manta Montage in the US) that was based on a mold taken from the original M6GT prototype. New Zealander David Brown acquired an unfinished body kit in the late 1970s. After making modifications, he successfully approached McLaren CEO Ron Dennis for the rights to officially produce the car in New Zealand, naming it the **Mararn**. Production was carried out by Fibreglass Developments (FDL) starting in 1981. A total of **37 cars** were built, making it a very rare vehicle. Early versions were built on a modified Volkswagen Beetle chassis, while others utilized a custom spaceframe chassis with a mid-mounted engine, such as a Ford 3.0-litre V6. The Mararn is significant as New Zealand's only production McLaren-related car and a tribute to Bruce McLaren's original vision for a road-going supercar, decades before the famous McLaren F1.



## Letters to the Editor

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Hi Wade,

Enjoyed the article about the First Benzine pump on the North Shore.

I sent this on to my Niece who is my sister and Robert Stevenson's Daughter. Both my sister and Robert have both passed away some years ago.

She has made some comments which I have cut and pasted below, which may be of interest.

“Hi Linton

Thanks that came thru okay and I am all good thanks.

I knew our family had the First benzene pump on the North Shore and Dad put a bit about that in his book. The underground petrol tank we had was within the yard where Stevenson Bros always was but the pump I remember had been upgraded from the very first one but would have been in the same place I expect. I don't recall having seen those particular photos though so they were great to see.

Interesting in that they went on to refer to the other side of the Stevensons being W Stevenson & Sons in that article.

Stevenson Brothers did start in 1920 but it was started by my grandfather (William Roland known as Roly) and his brother Roye with a dray and horses before getting a truck in 1923 and Dad as the only son took over from them. Roy and Roye's father was Alexander (known as Sandy) who was the brother of William Jnr and Jim referred to who were part if W Stevenson & Sons.

Trust this may be of interest.

Regards

Linton

P.S. Don't get to the club these days as I have moved to Mangawhai. However I keep an eye on what's happening and will participate in events when I can.

**Linton Gemmell”**





## 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.



Why did Santa park his sleigh next to the classic Ford Mustang? Because he wanted to make sure his ride was **V8-powered** for the big night.  
It gives his reindeer a little extra **horsepower**!



# “Grandad of Tony’s Riley”

## 1935 Riley 9hp Kestrel Saloon

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Percy Riley’s ingenious twin-camshaft four-cylinder engine design proved remarkably enduring, powering Riley models from 1926 through 1957. The 1,087cc unit became the foundation of the Coventry manufacturer’s reputation for producing exceptional small-capacity sporting cars.



Introduced in 1933, the Kestrel Saloon represented Riley’s modern interpretation of streamlined design. Its aerodynamic fastback body style was available on both four- and six-cylinder chassis, marking a clear departure from traditional



upright saloon configurations.

Wire wheels, Hartford friction shock absorbers, and a box-section chassis frame contributed to the car’s sporting character, while coil/distributor ignition and an

all-helical gearbox enhanced reliability and refinement.

Buyers could also specify an ENV pre-selector gearbox for smoother and quicker gear changes.



**Editor note:** Those at the club rooms will of noticed Tony’s Riley been worked on , as Tony is not able to supply a write up about his , here is a piece about Riley’s



## Looking in the Rearview Mirror New Zealand: The Foundational Decades

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**1891: The Rise of Liberalism and Farming-** New Zealand in 1891 was still primarily a pastoral and agricultural economy. The approximate average house price was likely only a few hundred pounds (£), and the average annual income was roughly £80 to £100.

The defining event was the election of the Liberal Government, which would go on to fundamentally transform New Zealand society over the next two decades. Their victory marked the beginning of modern party politics. Automotively, the world was on the cusp of the automotive age, but in New Zealand, transport was still entirely dependent on rail, horse, and bicycle.

**1901: Federation Debate and the First Cars -** The new century opened with New Zealand a self-governing colony (soon to become a Dominion in 1907). The average annual wage was still only around £100 to £120.

The key national event was the debate over the Australian Federation. New Zealanders ultimately voted to reject joining Australia, cementing their path as a separate sovereign nation. More importantly for transport, 1901 was the year the motorcar truly arrived in New Zealand. While a few imports were attempted earlier, the first commercial sales and imports began, largely for the wealthy. The sight of a car, such as a De Dion-Bouton or a Darracq, would have been a significant spectacle on the unsealed roads.

**1911: Modern Labour and Road Networks -** A decade later, the economy was stronger. House prices and wages had risen, and the economy was booming on the back of frozen meat and dairy exports to Britain.

The social and political focus was the founding of the New Zealand Labour Party in 1910 (the party was later officially formed in 1916). This marked a growing political voice for urban workers and trade unionists. Automotively, the number of cars was increasing rapidly. This pressure led to the formation of the New Zealand Automobile Association (AA) in 1911, signifying the need for better roads and formal driver services as motoring shifted from a novelty to a necessity for the well-off.

# Looking in the Rearview Mirror

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## **New Zealand: The Foundational Decades -continued**

### **1921: Post-War Downturn and Transport Investment**

Following the massive upheaval of World War I, the economy experienced a brief but sharp post-war recession. House prices saw a dip as the economy struggled to normalise, and returning soldiers sought jobs.

The political focus was on managing the economic transition and memorialising the huge sacrifice of the war. Automotively, the number of vehicles on the roads exploded. The government recognised the immediate and desperate need for infrastructure, passing the Main Highways Act in 1922 to establish a national network of main roads and formally fund their maintenance through vehicle licensing and petrol taxes. This legal framework was established after the growing pressure seen in 1921.

### **1931: The Depth of the Great Depression**

By 1931, New Zealand, like the rest of the world, was gripped by the Great Depression. Export prices for wool, meat, and dairy plummeted, leading to widespread unemployment and poverty.

The average house price was severely depressed, and unemployment peaked at around 10% of the workforce. The defining event was the 1931 Hawke's Bay Earthquake, which devastated Napier and Hastings, killing 256 people, adding a natural disaster to the economic catastrophe. For motorists, car ownership (and new car sales) largely ground to a halt due to financial hardship. However, the first practical use of diesel engines began to be seen in buses and heavy commercial vehicles, foreshadowing a major shift in commercial transport efficiency.

### **1941: The War Economy**

In 1941, New Zealand was fully committed to the war effort. With a highly controlled wartime economy, basic civilian needs dominated. House prices were extremely low, approximately **\$1,000 to \$1,500**, but non-essential goods were scarce. The defining event was the **Second World War**, with troops engaged overseas and the nation under a





# Looking in the Rearview Mirror

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## New Zealand: The Foundational Decades - continued

severe system of **petrol rationing**. All civilian motor use was heavily restricted, reflecting the desperate need to conserve resources for military purposes.

### 1951: Industrial Upheaval and Post-War Cars

The 1950s began with an average annual wage of around **\$1,000**. The defining event was the **1951 Waterfront Dispute**, a massive and bitter industrial lockout that saw the government deploy troops. Despite the political turmoil, the post-war enthusiasm for motoring was growing. The **first Lady Wigram Trophy** race was held, beginning to solidify New Zealand's motor racing culture and showcase local talent in newly developed "special" racing cars.

### 1961: The TV and Racing Boom

A new standard car might cost around **\$2,000**, and a litre of gas was about **12 cents**. The biggest social change was the spread of **television broadcasting**, which had just begun and was rapidly changing media consumption. In the racing world, the **1961 New Zealand Grand Prix** at Ardmore was a significant event, featuring international stars like Jack Brabham and highlighting local talent, including the legendary Bruce McLaren, solidifying New Zealand's connection to global motorsport.

### 1971: Protest and Performance

By 1971, the average house price had climbed to roughly **\$12,000**, with the average wage around **\$3,000**. Socially, this year saw the peak of the **Anti-Vietnam War protests** before New Zealand withdrew its remaining combat forces. On the track, the **Formula 5000** era was dominant in the Tasman Series, with bigger, faster engines, making racing like the 17th NZ Grand Prix an explosive spectacle.



# Looking in the Rearview

## Mirror New Zealand: The Foundational Decades - continued

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### 1981: Conflict and High Costs

This year, vividly remembered for the statistics you provided, saw the average house price at **\$33,500** and gas at **60 cents** per litre. The nation was torn apart by the **Springbok Tour**, with violent protests against apartheid casting a long shadow. Automotively, 1981 was an aftershock of the oil crises. While the radical "Carless Days" had ended in 1980, the fuel-saving **80 km/h speed limit** remained in effect, a constant reminder of the energy constraints of the era.

### 1991: Radical Reform and Street Racing

The average house price jumped to around **\$120,000**, while the average wage was approximately **\$28,000**. The government delivered the "Mother of All Budgets," dramatically cutting welfare and accelerating the free-market reforms started in the 1980s. In motorsport, the high-octane **Wellington 500 street race** was a highlight, showcasing the powerful, high-tech Group A touring cars, symbolising a shift to a more commercially focused and international style of racing.

### 2001: Global Security and Supercars

As the millennium turned, the average house price was about **\$180,000**, and gas was close to **\$1.00** per litre. The defining global event was the **September 11 attacks**, which immediately redefined New Zealand's foreign policy and security focus. Automotively, the first overseas championship round of the Australian **V8 Supercars** was held at Pukekohe. This became an instant, massive cultural hit, cementing the New Zealand passion for the Australian-style motorsport rivalry.

### 2011: Disaster and Young Talent

By 2011, the average house price had soared to approximately **\$420,000**, with wages around **\$52,000**. The year was tragically defined by the **February 22 Christchurch Earthquake**, which caused immense loss of life and destroyed the central city. Amidst the national tragedy, the Toyota Racing Series continued to develop world-class talent, with





# Looking in the Rearview Mirror

## **New Zealand: The Foundational Decades - continued**

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16-year-old **Mitch Evans** winning the New Zealand Grand Prix, becoming the youngest person to win an international Grand Prix anywhere in the world.

### **2021: Pandemic and Policy Shift**

The average house price peaked at around **\$870,000** nationally, and gas hit approximately **\$2.20** per litre. The social and economic life of the country was dominated by the **COVID-19 Delta outbreak** and major nationwide lockdowns. Crucially, in transport policy, the government introduced the **Clean Car Discount/Feebate Policy**, heavily incentivising Electric Vehicle (EV) uptake and marking a decisive political shift toward decarbonising the entire New Zealand transport fleet..



The **1932 Alfa Romeo 8C 2300 Viotti Coupé** is a masterpiece of pre-war automotive design, combining cutting-edge engineering with bespoke coachwork. Powered by a 2.3-liter inline-eight engine with supercharging, the 8C 2300 delivered remarkable performance for its time, making it a dominant force in motorsport, including victories at the Mille Miglia and Le Mans.

The Viotti Coupé version stands out with its elegant bodywork crafted by the renowned Italian coachbuilder Carrozzeria Viotti. The design features sleek, aerodynamic lines and luxurious details, embodying the pinnacle of 1930s automotive sophistication.

Highly coveted by collectors today, the 8C 2300 Viotti Coupé represents a rare blend of beauty, innovation, and racing heritage, making it a true icon of automotive history. -**Skinner's Find**



# **Skinner's Find**

## **The Pioneering Air-Cooled 1923**

### **Franklin Series 10B**

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It epitomizes the pioneering spirit of the H. H. Franklin Manufacturing Company, America's longest-running producer of air-cooled automobiles. While competitors relied on water-cooling—which risked freezing in winter or boiling over in summer—Franklin championed a simplified, high-efficiency design that eliminated the need for a radiator, water pump, and coolant.



At the heart of the Series 10B was a 25 hp, air-cooled inline six-cylinder engine. Its unique cooling mechanism, sometimes called "side-blast" cooling, utilized a large front-mounted fan and extensive sheet-metal shrouding to force air across the engine's individually cast cylinders, ensuring consistent heat dissipation. The absence of a conventional grille often gave Franklin cars a distinctive, unconventional aesthetic, which some buyers of the era found odd compared to traditional radiator designs.



Beyond its innovative engine, Franklin emphasized lightweight construction and engineering excellence. The company utilized a unique frame constructed of laminated ash wood to absorb shocks and minimize weight, and was one of the largest early users of aluminum for body panels. These advanced materials

and design features ensured the Franklin offered a remarkably smooth and durable ride, placing it among the industry's most respected products of the time.

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You might be interested in seeing the 1923 Franklin Model B Demi sedan in action on film, which you can find here: [1923 Franklin model B Demi sedan](#).



## 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

### OTHER CLUB OFFICERS (Non Committee)

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

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

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

**Librarian:** Kevin Benseman 022 678 5629

**Beaded Wheels Correspondent:** Richard Bampton 09 947 3042

### New Members

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

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

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