



North Shore
Vintage Car Club

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Progress:

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



Hi all,

Welcome to another edition of your Progress magazine. This last month has been particularly busy. My arm is sore from sanding and painting the clubhouse window frames. Thankfully I wasn't on my own and was accompanied by Pete Lloyd, Jim Drummond, Ross Moon, Trevor Larsen, Mike Swanton and Phil Smith (sorry if I've missed anyone). We should have the flash new curtains up in the next week or so.

Helen and I took a short break down to Wellington and then a few days later I did the first flight down and last flight back again to attend the National Executive Meeting in Wellington. (See my report later in this edition).

We had our March Committee Meeting, which went very well. I wish I could say the same for our departure from the clubhouse! Poor Richard Lloyd missed the bottom step and as our grandchildren would say "Did a Face-Plant" on the concrete. Quite a mess requiring a night in hospital and 90 minutes of 'seamstress' work to sew back all the cuts. Thankfully he is recovering well and repeating "You should have seen the other chap!" when describing his injuries.

Responses to the club questionnaire are flooding back in; if you haven't yet replied please do so "Or forever hold your peace".

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

In this edition:

- * **Chairman's report** : Tony Sparkes.
- * **Club Captain's Report**: Paul Collins.
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- * **Clive Sandham see the light!**: With his latest project.
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For the first time ever our 'Cover Girl' is a motorcycle. This little beauty is a 1903 L&K (Skoda) 400cc Motorcycle.

Look at the drive-belt! There's an Isadora Duncan moment waiting to happen, if ever I saw one!



Chairman's Report: Tony Sparkes

March 2021

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There is good progress in the Clubrooms with the windows frames looking much smarter. So thank you to Peter Lloyd and his small team. New curtains are ready for fitting when we are done.

I would also like to thank Jim Drummond. Not many will know that he regularly takes home the towels in the wash up area of the restoration shed and runs them through a washing machine.

We had a good turnout for the Posh Picnic, so well done to the attendees and the organizer, Richard Bampton. I'm sure there will be more on that in the Captain's report.

The "strengths and weaknesses" survey is out for the members to complete. Please take the time to think about it and send in your suggestions. Not every idea will be able to be acted on, but there will be some common things that a larger number of members will want and it will be the committee's role to evaluate the feasibility and costs. We look forward to your ideas.

Enjoy your cars and the fellowship in our club.

Tony Sparkes: Chairman: NSVCC



Posh Picnic 2021.

Can you spot our chairman? How about our treasurer?

Nice to see Ross Moon and Bruce Skinner serenading the picnic with their harmonica playing

Club Captain's Report

March 2021

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Greetings to one and all,

This last month has been another busy one with lots of outside events happening, and also a great turnout for our branch Posh Picnic.

Richard and Angela Bampton had organised a great run to Wenderholm where we were able to park and set up our Posh Picnic tables under the trees around Couldrey House. Sixteen branch vehicles and seven visiting cars from the Auckland Art Deco group attended. We were blessed with great weather and lots of spectators. Thank you Richard and Angela for a great day.

The Beach Hop at Whangamata on the last weekend of March is another popular event that attracts many vehicles.

Looking ahead to **April**, we have Easter on the first weekend, **and the change back from Daylight Saving.**

The following weekend is the **Summer Saunter** to Tutukaka. Brits and Euro car show is also on the same weekend (Sunday).

2 weeks later (on Saturday 24th) - *the day before Anzac day* - will be our branch's main annual event – **The Northern Raid Rally**. Please support your club on this event (entry is free) and enjoy a lovely run in the rural countryside.

May 16th brings us our usual branch event – This year we plan a **Brunch Run** (for a Pub Lunch).

June is the time for our **AGM** (16th June).

This is followed by the **Auckland/North Shore combined** run on the 27th June.

Enjoy the fairer Autumn weather while it lasts.

Safe driving out on the roads this Easter.

Paul Collins

Nice to see Michael Grieg from the Waitemata Branch visiting us a couple of weeks ago. Michael very kindly donated a new exhaust manifold gasket for our Wolseley project



The Bus: Work is well under way with the rear bumper thanks to the new club welder. We continue to work on the wiring and the battery frame now takes a full sized battery.

Chevrolet Taxi: Tony Sparkes: Jim Woonton continues to finalise upholstery and trim. We seem to have 'misplaced' one of the rear interior window surrounds. Can anyone help?

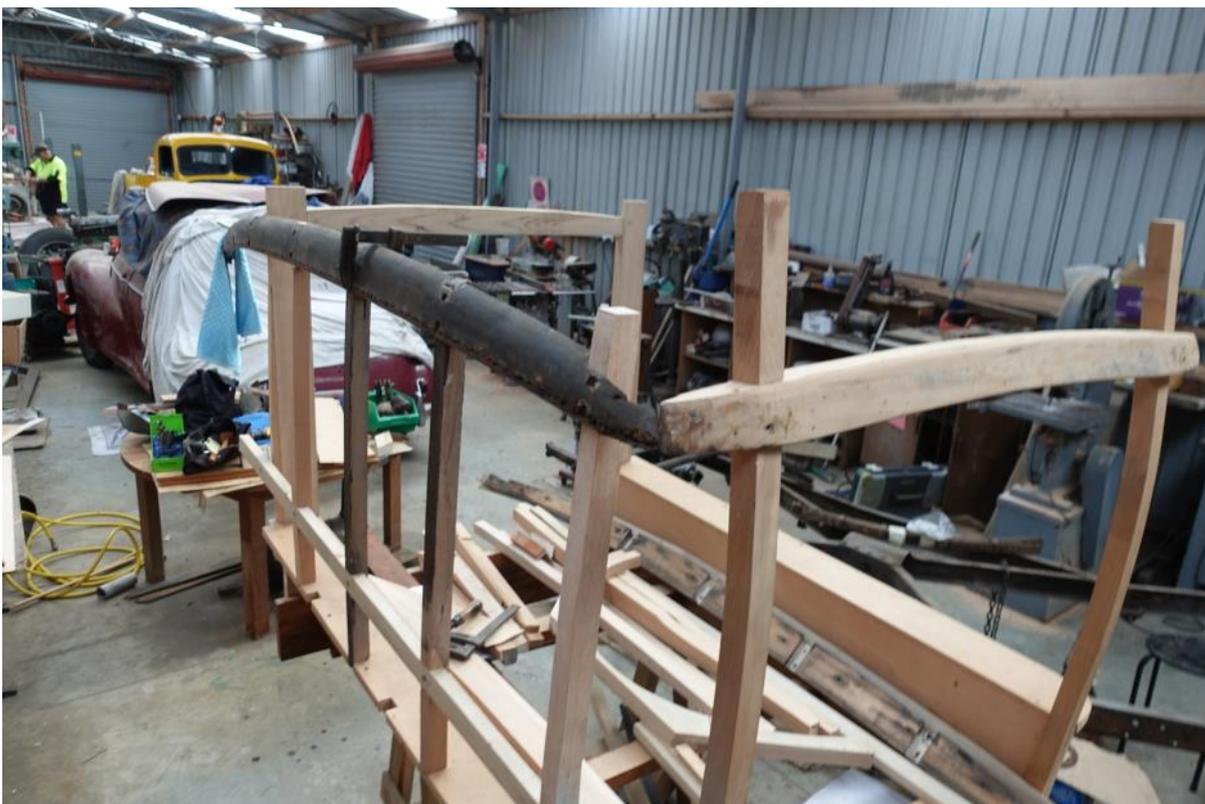
Chevrolet Fire Truck: Tony Sparkes: All snuggled safely away again after Helensville and raring to go on its next adventure.

Bedford Truck: Peter Lloyd: No progress over the last month as our 'painter' has been painting window frames in the club house.

Wolseley: Paul Collins: We now have a new manifold gasket from Michael Grieg of the Waitemata Branch. The two ailing frost plugs have been replaced and the manifold area has been cleaned in preparation for the manifold refitting.

BSA Van: Clive Sandham: Most mechanicals stripped and repaired. John Ellis is doing a great job on the rear woodwork. The chassis is in a sorry state and repairs and some straightening are needed.

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!



The load-space on the BSA is progressing well. John Ellis's sympathetic restoration is trying to re-use as many original parts as possible.

Clive Sandham finally sees the light

and deserts Fiat in favour of an English masterpiece..

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Clive has been a Fiat man for over 25 years. At first working to restore a Fiat 509A Roadster that was finished and sold to UK. The 509A Roadster was acquired from Hamilton as a trailer full of parts and slowly rebuilt to a pretty little car. Since Clive already had a smoothly running Chrysler 70–Roadster the Fiat 509A was rarely (if ever) used. Off it went to the UK.

The Fiat bug had taken hold by then and Clive decided to construct a Fiat 509SM, using the many spares left over from the first project but was minus a steering box.

Searching for the steering box he discovered a 509S that was resting in a garage with a blown engine. The engine was rebuilt with shell bearings and repainted.

Clive is one of those folks that is never satisfied just to drive and enjoy a finished car. He needed another project and decided to put the Fiat up for sale on Trade-Me. To cut a long story short the phone rattled off the hook with interested parties and eventually a deal was done to trade-on the Fiat as part of a deal to acquire a 1934 Riley Monaco from a museum in Christchurch. The museum owner is recovering from a nasty car smash and since the Riley is behind some 40 other vehicles it hasn't been excavated and shipped North yet.



Clive's first Fiat the 509A Roadster



Period photo of a Fiat 509SM



The restored/rebuilt Fiat 509SM

1934 Riley Monaco

"It is no exaggeration to say that the appearance of the 1100cc 9hp Riley at the Olympia Show October 1926 revolutionised concepts of light car design - its lower build, outstanding handling and good brakes, the products of careful detail design, were matched by the strong, light and advanced engine, which developed remarkable power for its modest size, and began a chain of development that continued until well after WWII and also spawned the E.R.A. racing voitures, the most successful British racing cars of their time."

Editor: The Riley is the two tone model, not the little red and blue job.....



The Taxman cometh..... How a cars HP was calculated a basis of road-tax rating

The so-called RAC horsepower rating was devised in 1910 by the RAC at the invitation of the British government. The formula is:

$$\frac{D \times D \times n}{2.5}$$

Where D is the diameter (or bore) of the cylinder in inches, and n is the number of cylinders.

The formula was calculated from total piston surface area (i.e., 'bore' only). The factor of 2.5 accounts for characteristics that were widely seen in engines at the time, such as a mean effective pressure in the cylinder of 90 psi (6.2 bar) and a maximum piston speed of 1,000 feet per minute (5.1 m/s).

The system introduced a somewhat progressive way of taxing higher-value cars more than low-cost ones but was also introduced to protect the domestic British motor industry from foreign imports, especially the American Ford Model T. Henry Ford's mass production methods meant that the Model T was competitively priced with British-built cars despite being a much larger, more durable and more powerful car than other available similarly-priced models. In 1912 Ford opened a factory to build Model Ts in Manchester, to circumvent the import tariffs that, up to that point, had increased the effective price of foreign cars. Under the RAC's formula the Model T was a 22 'tax horsepower' car, making it more expensive to run than its British-built rivals on sale for the same price.



The 10.5 Horsepower Austin 7

At first the RAC rating was usually representative of the car's actual (brake) horsepower, but as engine design and technology progressed in the 1920s and 1930s these two figures began to diverge, with engines making much more power than their RAC ratings suggested: by 1924 the 747 cc (45.6 cu in) engine of the Austin Seven (named for its 7 hp rating) produced 10.5 brake horsepower, 50 percent more than its official rating. It became common for the name of a model to include both its RAC tax horsepower and its actual power output, such as the Wolseley 14/60 and the Alvis 12/70 of 1938.



*1938 Wolseley 14/60
14 HP and 60 bhp*

To minimise tax ratings British designers developed engines with very long stroke and low piston surface area. Another effect was the multiplicity of models: Sevens, Eights, Nines, Tens, Elevens, Twelves, Fourteens, Sixteens etc. each to fit with a taxation class.

Larger more lightly stressed engines may have been equally economical to run and, in less variety, produced much more economically. The system discouraged manufacturers from switching to more fuel-efficient overhead valve engines as these generally required larger bores, while the established sidevalve layout could easily use very narrow bores. Despite OHV engines having significant benefits in economy, refinement and performance, the RAC system made these engines more expensive to own because it placed them in a higher tax class than sidevalve engines of identical power output. Despite this, by 1948 the Standard Flying Twelve, a typical mid-size saloon, produced 44 bhp (45 PS; 33 kW) from a 1.6-litre (98 cu in) engine, nearly four times as much horsepower as the RAC system suggested.

While the RAC system had protected the home market from the import of large-engined low-priced mass-produced American cars, the need for roomy generously proportioned cars for export was now paramount and the British government abandoned the tax horsepower system with effect from 1 January 1947 replacing it at first with a tax on cubic capacity, which was in turn replaced by a flat tax applying from 1 January 1948. However British cars and cars in other countries applying the same approach to automobile taxation continued to feature long, relatively narrow cylinders (under-square) even in the 1950s and 1960s, partly because limited investment meant that new car models often had new bodies but their engines were carried over from earlier generations.

The emphasis on long strokes, combined with the nature of British roads in the pre-motorway era, meant that British engines tended to deliver strong low- and mid-range torque for their size, but low maximum speeds. The long stroke also meant that piston speeds and the load on the big end bearings became potentially damaging at high power outputs. Many smaller British cars did not cope well with sustained cruising at 60 mph (97 km/h) or more, which led to reliability problems when the vehicles were exported to other markets, especially the United States. Cars such as the Austin A40, the Morris Minor and the Hillman Minx all achieved notable initial sales success in the US in the late 1940s, until the short service life of the engines when asked to routinely drive long distances at freeway speeds became clear. Other imports originating in countries with different tax rules and existent high speed road networks, in particular the Volkswagen Beetle, proved more reliable, and achieved greater sales success.



Blame it on the Taxman

Delegate's Report: National Executive meeting: A busy day in the capital for Stuart Battersby

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I attended the National Club Executive Meeting on 20th March 2021, held at Miramar Golf Club in Wellington. Attendance was high, with all the Management Committee attending and around 80% of branches represented. The first part of the meeting was procedural; previous minutes, matters arising, correspondence etc. After this several agenda items were tabled and discussed. These are listed below in an approximate order of significance to our branch.



Six months in a leaky boat or 7 hours in a darkened room? National Exec venue at Miramar Golf Club

- A new system to allow new members to join online, got the full go ahead. Amongst other benefits this will simplify the coordination of payments and approvals of new members. In Year 1 new members will pay a fixed single fee nationwide. This is to avoid having an online system with 35 different prices. In year 2 and beyond members will pay fees as defined by their local branch. There was discussion about the status of members, who had signed and paid online, but not been approved by the local branch committee. There is NO CHANGE to the procedure of local committee approval because of the introduction of this system, nor indeed the formality of Executive Meeting approval at their 6-monthly meetings. For those new members who are unable or do not wish to join on line an alternative manual system will be available.

- The Executive agreed IN PRINCIPLE to introducing **Special Interest Branches**. These are probably smaller single marque groups, who perhaps do not have the numbers or skills to manage Memberships, Rallies, Finances, but want to focus on the special interests. These Branches would have the same status/rules as regional branches (Fees, Minimum Membership, VIC cards etc). Plenty of details to be worked out but exec agreed that this was a good move in principle. Waitemata Branch suggested that they would have been classified as a Special Interest Group had that term existed at the time of their formation. A person CANNOT be a member of a Special Interest Branch AND a traditional geographic branch. The wording of the proposed changes to the club constitution raised several concerns around the branches. There will be amendments to the proposed wording and additional bylaws to add detail to the process and procedures around creating such branches.



Your versatile National Delegate getting his hands dirty painting the clubhouse windows.

- A new Management Committee member Murray Trounson has driven the replacement of the old National Office computer systems and databases. New Integrated Membership, Accounting, and Vehicle Registration system has been installed in Head Office. The system gives practically instant responses to queries. Previously a typical membership or vehicle report would have taken half a day: this is reduced to a couple of minutes. Testing is now underway to allow branches to remotely query their own section of the database. Huge Improvement. New office manager Robyn is also highly experienced with IT and we can expect big efficiency and performance improvements.
- There were plenty of opportunities to chat with other delegates and I found the reps from Waitemata and Wellsford/Warkworth very friendly, approachable and keen to work much closer together than we have previously. To this end, the Daffodil Day is on 22 August 2021, but all three delegates were keen to work together to focus on an event/run starting at Caffeine and Classics on 29th August 2021. This is the ideal opportunity to start to repair relationships and build community engagement. I managed to have a quick chat with Martin Spicer, Chairman at Auckland Branch, a very relaxed, friendly man.
- There will be a new national club Logo. The old 'Bentley Wings' version will go. The Logo now only says VCC (not Vintage Car Club). Designers will produce digital versions for branches that include branch names. The adopted version looks very modern, dark blue and gold. The new logo will be phased in over the next two years.
- All branches were issued with a reminder about the need for a clear Health and Safety Plan/ Risk Analysis Document for all our activities, runs and meetings (Our Club Secretary confirms that we are compliant).

Thankfully the weather in Wellington behaved itself for the flights down and back. Although I took the photo below just three days earlier as Wellington Harbour looked its brooding best.



Upcoming Events:

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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. Obviously all these events are subject to Covid postponements.

April

April 9-10 Very Vintage Day Out: www.veryvintage.co.uk.

April 10-11: NSVCC Summer Saunter to Whangarei-Tutukaka.

April 11: Rescheduled Brits and Euros show at Lloyd Ellsmore Park, Pakuranga.

April 17: North Otago Motorcycle Rally: northotago@vcc.org.nz.

April 18: Hamilton Swap Meet: Hamilton Classics Museum.

April 18: Auckland All Ford Day: Smales Farm.

April 18: Whangarei Combined Clubs Swap Meet, Whangarei.

April 24: NSVCC Northern Raid Rally.

April 25: Caffeine and Classics: Smales Farm.

May

May 9: Waiuku Steel n' Wheels: Waiuku CBD from 10am.

May 16: Club Run Brunch Run (Pub Lunch).

May 19: Auckland Midweek Ramblers.

May 30: Caffeine and Classics: Smales Farm.

June

June 16: Club AGM:

June 27: Auckland/North Shore Branches Joint Club Run: Details t.b.a.

June 27: Caffeine and Classics: Smales Farm.

August 28: Daffodil Day: Planning a joint run with Waitemata and Warkworth branches. Probably to start at Smales Farm and head to Matakana.

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.

A Roundabout way to the Posh Picnic:

Photos and light-hearted feedback

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The posh picnic was a great success. We had some wonderful cars on display and feasted in the glorious setting of Couldrey House. (www.couldreyhouse.org.nz) The weather was kind and was enjoyed by all.

I did pick up one comment that organiser Richard Bampton, having missed a roundabout in a previous rally had decided to gain revenge for the merciless teasing he received as a result. His revenge ploy was to smother us with roundabouts on his plotted course to Couldrey House. “We went up and down the same piece of road 5 times!”, said one commentator. “And then we went around another roundabout and back down the busiest street in Orewa”, said another. “I just cut through Mitre 10 to avoid another roundabout” said a club chairman who shall remain nameless.

Despite being overwhelmed by roundabouts, everyone arrived in one piece and soon relaxed as the photos below illustrate.



Beautiful shady Alvis



'36 Ford, Packard and Buick



Winners of the event were Marieke and Arnold Van Zon for their fantastic table setting and their faultless attention to detail in their costumes.

Posh Picnic: Extra photos, including a couple taken by the Auckland Art Deco Society who joined us for the day

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Tony Sparkes' Daimler V8 arrives at Couldrey



The big red Packard



Nice shout of a 1930 Plymouth 30u leaving the grounds



1964 Roll Royce Silver Cloud owned by Chris Field



Great to have the Auckland Art-Deco Society join us with their wonderful period picnic and stunning 1934 Lagonda LG35

Candid Camera: Our secret photographers have been out and about again,

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We found this new terror weapon, known throughout Sweden as the "Molotov Volvo"



*"I ain't got no body"
Richard Ellis's Austin 7 back from the blasters missing an important item*



Chris Field and Richard Ellis check out Chris's Vauxhall Roadster



Peter Aitken "Off to mow a meadow"



Left: The new MiG welder is working well on the bus bumper.

Right: Candid photographer Terry Costello, caught by surprise.

Below: "There's a hole in my bus-floor dear Liza, a hole"



Focus on the Marque: Skoda One of the five oldest car makers in the world.

The Škoda Works were established as an arms manufacturer in 1859. ŠKODA AUTO (and its predecessor Laurin & Klement) is the fifth oldest company producing cars and has an unbroken history alongside Daimler, Opel, Peugeot and Tatra.

Laurin & Klement: As with many long-established car manufacturers, the company that would become Škoda Auto started in the early 1890s manufacturing bicycles. Škoda (then Laurin & Klement) factories were founded in 1896 as a velocipede manufacturer. In 1894, 26-year-old Václav Klement, who was a bookseller in Mladá Boleslav, Bohemia (today's Czech Republic) was unable to obtain spare parts to repair his German bicycle.

Klement returned his bicycle to the manufacturers, Seidel and Naumann, with a letter, in Czech, asking them to carry out repairs, only to receive a reply, in German, stating: *"If you want us to answer you, we insist that you convey your message in a language we understand."* Not satisfied with the reply and realising the business potential, Klement, despite having no technical experience, decided to start a bicycle repair shop, which he and Václav Laurin opened in 1896. Before going into partnership with Klement, Laurin was an established bicycle manufacturer. In 1898, after moving to their newly built factory, the pair bought a Werner "Motocyclette".

Laurin & Klement's first motorcyclette, powered by an engine mounted on the handlebars driving the front wheels, proved dangerous and unreliable. Their new *Slavia* motorcycle made its debut in 1899 and the company became the first motorcycle factory in Central Europe. In 1900, with a company workforce of 32, Slavia exports began and 150 machines were shipped to London for the Hewtson firm. Shortly afterwards, the press credited them as makers of the first motorcycle.

By 1905, the firm was manufacturing automobiles, making it the second-oldest car manufacturer in the Czech lands after Tatra. The company had a workforce of 320 and used 170 special machine-tools, power-driven by 100 horsepower (75 kW) of steam power. The first model, Voiturette A, was a success and the company was established both within Austria-Hungary and internationally.

Škoda: After World War I the Laurin & Klement company began producing trucks, but in 1924, after running into problems and being affected by a fire on their premises, the company sought a new partner. Meanwhile, *"Akciová společnost, dříve Škodovy závody"*, an arms manufacturer and multi-sector concern in Pilsen which had become one of the largest industrial enterprises in Europe and the largest in Czechoslovakia, sought to enlarge its non-arms manufacturing base and acquired Laurin & Klement in 1925.



1903 L&K 400cc Motorcycle



1905 L&K Voiturette

It also started manufacturing cars in cooperation with Hispano-Suiza. Most of the later production took place under Škoda's name. An assembly line was used for production from 1930 onwards. At the time, their factory in Mladá Boleslav covered an area of 215,000 square metres and employed 3,250 workers. After a decline caused by the economic depression, Škoda introduced a new line of cars in the 1930s that significantly differed from its previous products. A new design of chassis with backbone tube and all-around independent suspension was developed. First used on model Škoda 420 Standard in 1933, it aimed at solving insufficient torsional stiffness of the ladder frame. The new design of chassis became the basis for models Popular (845–1,089 cc), Rapid (1,165–1,766 cc), Favorit (1,802–2,091 cc) and the Superb (2,492–3,991 cc). In 1933 Škoda had a 14% share of the Czechoslovak car market and occupied third place behind Praga and Tatra, the new line made it a market leader by 1936, with a 39% share in 1938.

World War II: During the occupation of Czechoslovakia in World War II the Škoda Works were turned into part of the *Reichswerke Hermann Göring* serving the German war effort by producing components for military terrain vehicles, military planes, other weapon components and cartridge cases. Vehicle output decreased from 7,052 in 1939 to 683 in 1944, of which only 35 were passenger cars. The UK and US air forces bombed the Škoda works repeatedly between 1940 and 1945. The final massive air raid took place on 25 April 1945 and resulted in the almost complete destruction of the Škoda armament works and about 1,000 dead or injured.

Post World War II: When, by July 1945, the Mladá Boleslav factory had been reconstructed, production of Škoda's first post-World War II car, the 1101 series began. It was essentially an updated version of the pre-World War II Škoda Popular.



1924 Škoda Sentinels



1933 Škoda Standard (Morris 8 or Ford Y?)



1948 Škoda 1101

Focus on the Marque: Continued

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In the autumn of 1948, Škoda (along with all other large manufacturers) became part of the communist planned economy, which meant it was separated from the parent company, Škoda Works. In spite of unfavourable political conditions and losing contact with technical development in non-communist countries, Škoda retained a good reputation until the 1960s, producing models such as the Škoda 440 Spartak, 445 Octavia, Felicia and Škoda 1000 MB. In late 1959, the Škoda Felicia, a compact four-cylinder convertible coupe, was imported into the United States for model year 1960. Those Felicias that made it



1961 Škoda Felicia

to American ownership soon had a number of reliability problems, further damaging the car's reputation. The Felicia was therefore a poor seller in the States and leftover cars ended up being hived off at a fraction of the original retail list. In the late 1980s, Škoda (then named *Automobilové závody, národní podnik* or abbreviated AZNP) was still manufacturing cars that conceptually dated back to the 1960s. Rear-engined models such as the Škoda 105/120 (Estelle) and Rapid sold steadily and performed well against more modern makes in races such as the RAC Rally in the 1970s and 1980s. They won their class in the RAC rally for 17 years running. They were powered by a 130 brake horsepower (97 kW), 1,289 cubic centimetres (78.7 cu in) engine. Sport versions of the Estelle and earlier models were produced, using the name "Rapid". Soft-top versions were also available. The Rapid was once described as the "poor man's Porsche", and had significant sales success in the UK during the 1980s. In 1987 the Favorit was introduced, and was one of a trio of compact front-wheel drive hatchbacks from the three main Eastern Bloc manufacturers around that time, the others being VAZ's Lada Samara and Zastava's Yugo Sana. The Favorit's appearance was the work of the Italian design company Bertone. With some motor technology licensed from Western Europe, but still using the Škoda-designed 1289 cc engine, Škoda engineers designed a car comparable to western production. The technological gap was still there, but began closing rapidly. The Favorit was very popular in Czechoslovakia and other Eastern Bloc countries. It also sold well in Western Europe, especially in the UK and Denmark due



Škoda 130 Rallying in the Tour Eifel

to its low price and was regarded as solid and reliable. However, it was perceived as having poor value compared with contemporary Western European designs. The Favorit's trim levels were improved and it continued to be sold until the introduction of the Felicia in 1994. Some of you may remember to NZ built Trekka, which was built around the robust Skoda Octavia engine.

Period Advertisements Chris Field spotted these two adverts whilst rummaging through his old magazines

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"There's one born every minute"
"Build it and they will come"
"Never mind the quality, feel the width"

And many other similar comments might apply to both of the products advertised here.



Put on the **Hairy look**

Only an individualist can wear the HAIRY LOOK: Beautiful textured Velvetex. For less than the price of a mere respray. Wide range of colours, to cover your whole car or any area you choose. Waterproof, flame-proof, excellent insulation, washable, no maintenance. Impressed? Then send coupon for local Velvetex dealer's name, and literature.

COUPON for dealer's name, and literature.

Your name

Address

Post to Velvetex, Hatfield Road, St Albans, Herts. Tel: 52382

Reprints car by courtesy of Dobson & Hart, Romsey



The Hairy Look is **VELVETEX**

Velvetex is beautiful, tough, nylon-fibre textured coating. Send coupon above for name of your local Velvetex dealer, and literature.

Trade enquiries welcomed.

... and now a
**SAFETY
FELT CAP**
for
motorists!

The Motorway Cap is specially designed to give motorists protection from head injuries and incorporates the special "No. 11 anti-shock felt" developed by the British Hat and Allied Feltmakers Research Association. The cap is made in a smart and fashionable shape, and in a variety of colours.

"The Motorway Cap"

RETAIL PRICE
Approx. **23/-**

Obtainable from all leading **Mens Shops**

Committee Notes: 29 March 2021

Synopsis of the latest committee meeting discussions

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Committee Notes: 29 March 2021

Synopsis of the latest committee meeting discussions

New Members: No new members this month.

Club rooms upgrade: Window frame painting nearly complete. New curtains arrive shortly. Quotes are being sought to install a multi-vent heat pump in the clubrooms.

Richard Andrews Memorabilia: The club has received cabinet and memorabilia from Richard's family.

New Shed Improvements: Now fully alarmed

Club Constitution: A sub-committee are working on a revision of our branch constitution. If any members have comments or suggestions for the revised document, they should contact Ross Moon on nsvcc.treasurer@gmail.com ASAP please.

Delegate's Report: The report (included in this magazine) was discussed and approved.

Branch AGM: A tentative date for the Branch AGM was agreed as Wednesday 16th June 2021. Agenda, Timings and Committee Nomination Forms to be distributed in due course.

Branch Event Entry Forms: Members have requested Printed Forms, Electronic Forms and Online versions of event entry forms. The committee is reviewing all options but if anyone has any problems then a quick phone call to Paul Collins or Neil Beckenham is the simplest path to a resolution.

New Springs for the BSA: The committee approved a quotation to manufacture a new pair of 5-leaf rear springs for the BSA.

60-Year Memberships: The committee declined support for a proposal to the National Club that members with over 60 years membership should pay reduced fees. It was felt that inconsistent records over the period and across branches would make service verification a considerable challenge.

Metalworking Lathe: It was agreed that this be taken out of service for 2-3 weeks for remedial repairs and maintenance.

Maurice Whitham: Club Secretary/**Mike Swanton** Substitute minute taker

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

Arnold Van Zon: 09 473 5750 or 027 2765336

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