



North Shore  
Vintage Car Club

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

# Progress:

The monthly journal of the  
North Shore Vintage Car Club

March 2020



The waves of climate change are getting bigger and spreading across the world of classic motoring. I just did a Google Search for “Cities banning Petrol Engines” (Detailed results shown later in this edition) I was very surprised by world wide progress to ban petrol and/or diesel cars. Will we be able to drive our cars in Auckland in the next decade?

Its been a very hot and dry month since I last sat down to prepare the last edition, but as I write we have our first rain in 42 days. I took the opportunity to drive the MG over to “Brits on The Beach” in Whangamata and came away with mixed feelings. I travelled with my daughter-in-law in the MG whilst my wife, son and grand-daughters travelled in the cool comfort of the big Toyota Highlander. I loved Whangamata and even managed to re-discover my body surfing skills. Despite the great weather and attractions of Whangamata, I’m afraid the event itself didn’t “Do it for me”. I will probably give it a miss next year.

On 1st March a contingent of eight cars from the club will be heading down to Pakuranga to host a club stand at The Brits and Euros Show. We have been sited next to the Auckland and Waitemata branches in an area of the park labelled “Vintage”. That’s going to be a laugh as all our cars, apart from the club Morris are all P60s! Maybe we can alter the perception of our club a little?

Many thanks to all the contributions received over the last month; they are all much appreciated. I’m afraid I have saved Bob Maddox’s fully complete Austin “Focus on the Marque” this month to focus on the now deceased Holden brand, but I’ll definitely use it next month. As ever Terry Costello, Richard Bampton and Mary Lloyd have provided plenty of photographs: thanks to you all.

Please remember to call in to the club on Thursday mornings for coffee, come over and say hello, (you’ll find me buried under the guards of the Bedford truck). Stuart (battersby56nz@gmail.com)

- \* **Chairman's Message:** Kevin Lord.
- \* **Can you guess what it is yet?** A real selection, some easy, some downright WEIRD.
- \* **Club Captain's Report:** Richard Lloyd.
- \* **Club Run: Orewa Surf Club:** Report and photos.
- \* **Brits at the Beach:** Report and Photos.
- \* **Focus on the Marque:** Holden: The end of an icon.
- \* **Upcoming Events:** Club runs and independent events.
- \* **Workshop Updates:** Updates on our project vehicles.
- \* **Committee Notes:** A brief synopsis of last month's NSVCC committee meeting.
- \* **About Us:** Who's who and where's where.



*Our ‘Cover-Girl’ this month is the Holden 50-2106 Ute.*

*The vehicle that welded Holden into the hearts and minds of Australia.*

*Read more in our bumper feature describing the rise and fall of Holden*

# Chairman's Report 24 February 2020

Kevin Lord

Progress  
March 2020

Well the sun is still shining. It's been a wonderful summer for those of us with convertible cars. [45 days without having to raise the soft top]

The Thursday morning projects all seem to be going well, with renewed vigour after our summer break.

We had a visit from several members of the Waikato branch to view our Thursday morning workshops and our workshop layouts and also how we handle the various projects we are working on. They were very impressed with our workshops and facilities and are contemplating on having similar workshop days at their club rooms. I hope this goes well for their branch.

We also had a visit from the organiser of Targa N.Z asking for our assistance and to use our club rooms for the vintage section of this rally. Several committee members met with the organizer and agreed that this would be a good event to promote our club. This event is later this year and we will keep our members up to date on further developments.

Myself, I have been having an enjoyable summer visiting both "Brits on the Beach" at Whangamata followed by "Americana" at New Plymouth and a tour around Coromandel. All in this great summer weather we've been having.

Happy Motoring. Kevin



*Wheel I never!*

*Some of the gems and relics in our stores*

# Mixed Bag? What can you see here

Progress  
March 2020




# Club Captain's Report

February 2020

Progress  
March 2020

This is a busy time of the year for members with several major events going on such as the Burma Rally in Wanganui and the Art Deco Festival in Napier. Paul Collins went to the Burma Rally and reported that it was a fantastic run. Several people attended the Art Deco and had a great time from all accounts.

Our Club Run was very well attended with 34 people enjoying the lunch in Orewa's Surf Club Eatery. We were very pleased to see so many there and it was good to catch up with members we don't see very often. The Café was full to capacity and so was the car park. The tide was in, and being a very windy day, we were well entertained by the kite riders and surfers.

Time is going by very quickly and next week we will be into March and planning for the Posh Picnic is under way. Details are on our **Events** page later in this edition.

The Northern Raid will be held in April and the date and time will be out soon so keep an eye on the magazine.

The hot, dry weather is continuing so keep those cars cool and enjoy the breeze in your hair whenever you can.

Happy motoring.

Richard Lloyd

Club Captain



*Busy Lunch at the Orewa Surf Club  
Thanks to Mary Lloyd for the image*

## Club luncheon run to Orewa Beach Surf Club

Progress  
March 2020

A good turnout, once again proved that members definitely have an appetite for simple, social runs, especially if there's the offer of a nice meal at the end of it! By all accounts the event was very successful and enjoyed by all. Parking at Orewa was a bit haphazard and the top floor restaurant was busy and quite warm, but it seems that everyone enjoyed the day. Thanks to all who supplied photos of the event.



*Almost a "Le Mans" start as word gets out that the Surf Club are running out of "Fush n' Chups"*



*If proof were needed, three of our older cars on the "Starting Grid"*



*Our Beaded Wheels correspondent Richard Bampton*



*You wait for ages for a nice Daimler V8 and then three turn up at once!*

*Tony Sparks' Green version,*

*Richard Lloyd's White and Ray Urbahn's Blue*

*With Ray himself basking in the glory of the trio*

## Phase out of Fossil Fuels: The Timetable for Aucklanders

Bristol City Council in the UK intends to ban diesel cars from its streets by 2021. Many other cities worldwide (including Auckland) have agreed to a timetable to phase out fossil fuels (See the table below). Mayor Phil Goff signed up to this commitment in 2017. Interestingly the government of New Zealand has no legislation in place to reduce fossil fuel vehicles. In fact I believe that NZ is one of only 4 countries world wide that places zero control on emissions of new imported vehicles. So we have this strange situation where NZ and Auckland City Council are at odds on this topic.

If Auckland City Council and Mayor Goff hold to their commitment then those of us living on the North Shore will be unable to drive our cars through the city (Certainly not downtown via SH1). I've no doubt there's a few more discussions and policies to be agreed before we get any clarity on this ..... But don't believe them when they say it'll never happen here!

There's no doubt that diesel and petrol vehicles create pollution, damage health and (maybe) contribute to global warming and we really should be supporting initiatives to reduce emissions. What, however does that mean for our cars? How do we feel about this? Who will care about our cars if we don't?

What do you think about this topic? Now ask your kids and then your grandchildren what they think...

City or Territory	Country	Ban announced	Ban begins	Scope	Selectivity
Amsterdam	Netherlands	2019	2030	Gasoline or Diesel	All vehicles
Athens	Greece	2016	2025	Diesel	All vehicles
<b>Auckland</b>	<b>New Zealand</b>	<b>2017</b>	<b>2030</b>	<b>Gasoline or Diesel</b>	<b>All vehicles, electric buses by 2025</b>
Balearic Islands	Spain	2018	2025–35	Gasoline or Diesel	All vehicles
Barcelona	Spain	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Bristol	United Kingdom	2019	2021	Diesel	All private vehicles (city centre from 7 am to 3 pm)
British Columbia	Canada	2018	2025	Gasoline or Diesel	All vehicles by 2040, 10% ZEVs by 2025
Brussels	Belgium	2018	2030	Diesel	All vehicles
Cape Town	South Africa	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Copenhagen	Denmark	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Hainan	China	2018	2030	Gasoline or Diesel	All vehicles
Heidelberg	Germany	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
London	United Kingdom	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Los Angeles	United States	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Madrid	Spain	2016	2025	Diesel	All vehicles
Mexico City	Mexico	2016	2025	Diesel	All vehicles
Milan	Italy	2017	2030	Diesel	All diesel vehicles, electric buses by 2025 All vehicles (initially during daytime hours on six streets)
Oxford	United Kingdom	2017	2020–35	Gasoline or Diesel	All vehicles
Paris	France	2016	2025	Diesel	All vehicles
Quito	Ecuador	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Rome	Italy	2018	2024	Diesel	All vehicles
Seattle	United States	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025
Vancouver	Canada	2017	2030	Gasoline or Diesel	All vehicles, electric buses by 2025

## Upcoming Events:

Progress  
March 2020

NOTE: The new colour-coded format: North Shore VCC Club Events are highlighted in RED. Other VCC and commercial events remain in our regular blue font.

### March 2020:

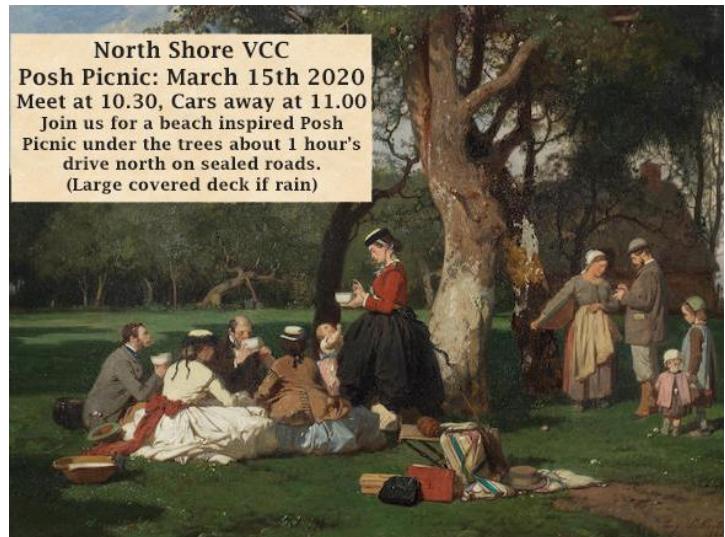
**March 1: Brits and Euro Show:** Lloyd Elsmore Park, Pakuranga, Club Stand.

**March 11: Auckland Midweek Run:** Drury Services start heading to Waiuku and BYO Lunch Cruise on the Manukau. (You MUST contact Norm and Pat ASAP if you want to go on the cruise).

**March 15: NSVCC POSH PICNIC:** Meet at our club rooms at **10.30**; Cars away at **11 a.m.** Join us for a beach inspired Posh Picnic under the trees about 1 hour's drive north on sealed roads. Should the weather not be cooperative, we have the use of a large covered deck. Look forward to seeing you all there.

**March 13, 14, 15:** Lake Taupo Country Roads Rally (Contact Taupo Branch).

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



### April 2020:

**April 10—13: North Island Easter Rally. (Closing Date March 12)** For more details contact Rally Secretary Michael Gaffaney via email to michael@gaffaney.com or post to VCC Horowhenua PO Box 458, Levin.

**April 22: Auckland Midweek Run:** Kelvin Hawke is taking us to a collection in Silverdale. Includes cars and motorcycles. Starts from The Warehouse car park, Westgate. 10-00 am for a 10-30 am departure. BYO everything.

**April 26: NSVCC Northern Raid** See centre pages for more information.

**April 26: Caffeine and Classics:** Smales Farm.

### May 2020:

**May 10: Hawkes Bay VCC: Back to Basics Swap Meet:** Contact Steve Donovan on 027 217 7730.

**May 17: NSVCC Club Run.. Details tba.**

**May TBA: Auckland Midweek Run:** To be confirmed, but expect to be a southern (Drury) start for a run that will include an optional lap or two on the Pukekohe Raceway.

**May 31: Caffeine and Classics:** Smales Farm.

### Regular weekly timetable

- Every Wednesday Club-Night: coffee, tea and banter.
- Every Thursday Morning 9am—Noon : Restoration shed, Spares Shed and Library all open. Coffee, tea and cakes at 10.30. Over 40 members now regularly attending 'smoko'.

# Brits at the Beach: Whangamata

Progress  
March 2020

Five club members, in four cars, headed to Whangamata to represent the club. Overall it was a very enjoyable weekend with plenty of opportunity to catch up with old friends and discuss the quality of the sound system used by the Rolling Stones tribute band 'Tumblin' Dice'. My personal highlights were the appearance of a 1935 'matching numbers' 10hp Ford CX saloon and managing to make 3 decent 'Body Surfing' runs on Sunday afternoon.



Viv Pearman's beautifully restored MGB-GT next to my own earlier car



Mike and Kay Garner wait patiently in line



Murray Wells and navigator Andrew Lloyd drove over for the day in Murray's rare Sierra XR4x4



My personal favourite the 1935 Ford CX.  
Note the 'stains' from the 'Oily Rag'  
restoration. The crowds and comments  
about this car were further evidence of the  
trend towards this style. "A car is only  
original once" was the phrase heard many  
times.

# The day the President rode in the gangster's car

Thanks to Ray Urbahn for spotting this.

Progress  
March 2020

Hours after Pearl Harbor was bombed on 7 December 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his *Day of Infamy* speech to Congress on Monday, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, discovered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931.

They cleaned it, made sure it was running perfectly and had it ready for the President the next day.

Al Capone's 1928 Cadillac V-8 "Al Capone" Town Sedan became the President's Limo in December 1941 .

Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

And run properly it did. It had been painted black and green to look identical to Chicago 's police cars at the time.

To top it off, the gangster's 1928 Cadillac Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows.

It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.



*Al Capone "Never raced or rallied, one previous owner"  
Would you buy a car from this man ??*



## New Shed Update:

The new five bay shed is contractually complete by Widespan, and has had the floor sealed and rainwater drainage completed by club members. Final sign off by Auckland City Council is conditional on making good the ground to the drainage and metalling up to the door entrances; and electrical work certification, even though no electrical work was mentioned in the consented documents. Council have kept looking for any item that might delay that last, elusive, staff member responsible signature on the Code of Compliance Certificate. Ground repatriation, ramps and electrical work and are about to commence this week.

We have decided that as any council involvement is carried out on a cost reimbursable basis, we will get all outstanding issues completed before asking for any further inspection. Non-consentable work such as the divider partition between bays three and four and the security installation will be carried out post council involvement.

**John Higham 24 Feb 2020**

## Amusing email from Marsden Robinson

**Subject: Not everybody on the face of the earth is a dyed-in-the-wool car enthusiast**

I parked the Morgan in a carpark at Orewa today, while I went to lunch. When I got back a very elderly couple were looking at it.

Grandmother said that her mother had a car like that, and I asked what make it was.

"I don't know." she said, then – having thought about my question, and obviously made an effort to settle the matter precisely – "It was a lighter green."

It appears that not everybody on the face of the earth is a dyed-in-the-wool car enthusiast.

Marsden



*Here's a classic Motor Racing  
shot of Marsden Robinson's ELVA*

*Marsden writes: This is a 1959 Formula Junior, with an 1100cc BMC "A" series motor producing 105bhp on Weber carburettors and with different valve timing on each cylinder. I imported it from England about 1990, raced it for a few years, then sold it.*

# Northern Raid Rally 2020

Progress  
March 2020

Sunday 26<sup>th</sup> April 2020

This year's Rally will be similar to last year, with a shorter and a more straight forward morning rally, followed by a relaxed afternoon tour.

The rally will start from, and finish back at, our North Shore Clubrooms, with a short timed section, and the usual silent checks along the route. We will also have a touring route available for those who prefer a more relaxed day of sight-seeing and all should finish back at the club about 4.30 pm.

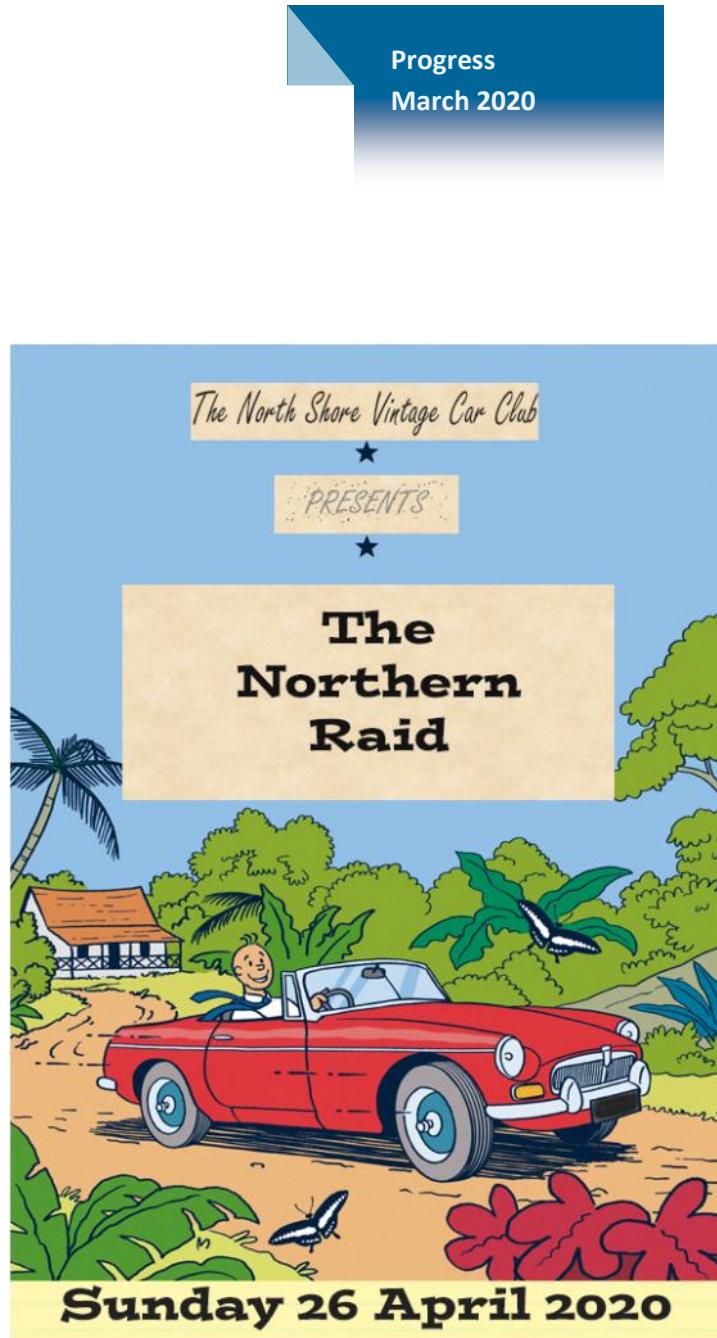
**Meet** at our club rooms about 10.00 for a quick Morning Tea/Coffee, before heading off on the morning stage.

We will be stopping en-route for a picnic lunch about 12.30 pm, and then heading away again about 1.30 pm for a nice scenic country cruise, followed by a visit to a private collection before returning to the Club rooms around 4.30.

After which a relaxed social evening commences, with Dinner (prepaid on entry form) about 5.30 pm. Followed by prize giving.

We hope you will join us on this, our Main Calendar event. You will have an enjoyable day's motoring and a friendly social evening and meal with other like minded people.

*Remember, the winner does not have to plot next year's event,  
so come along, support the branch and give it a go.*



# North Shore VCC: “Posh Picnic”

Progress  
March 2020

## Sunday 15th March

Great venue, amazing drive and fabulous company

Put the details in your diary NOW!



**North Shore VCC**

**Posh Picnic: March 15th 2020**

**Meet at 10.30, Cars away at 11.00**

**Join us for a beach inspired Posh  
Picnic under the trees about 1 hour's  
drive north on sealed roads.**

**(Large covered deck if rain)**

*Assemble at our clubhouse, 40 Masons Drive, Albany at 10.30am  
To receive route and destination directions  
for an 11.00am departure*

# Workshop Updates

Progress  
March 2020

A brief update on all the current workshop projects.  
Achievements last month and plans for coming months.

**The Chevrolet Taxi : Tony Sparkes:** Jim now starting on the seats and upholstery.

**Fire engine: Tony Sparkes:** Variable jet fitted to the carb and running well.

**The Bedford AA Truck: Tony Sparkes:** Stuart diligently working on the wheel arch. Tony will start looking at the interior dashboard fittings and compiling a list of outstanding jobs to be completed.

**The Bus: Clive Sandham:** Lino laid and rear mud guards back on. Skirting and trim being finished. Working toward re-fitting the seats then only minor finishing to complete project.

**The BSA Van: Neil Beckenham:** Work is progressing on the woodwork for the BSA cab. The cab floor runners/supports have been cut and shaped. These critical pieces will support the seats, firewall, and rear cab bulkhead. A pair of large saw stool type stands have been made. These stands will support the cab while wood work is completed, and will now leave the chassis free to allow further dismantling. The front guards have been partially stripped of paint which has revealed the true state of previous repairs. There have been several poorly executed repairs, which need addressing. The firewall has now been removed from the chassis providing access to the panel supports timbers and A-pillars and will allow clear access to the gearbox.

**Wolseley: Paul Collins:** Clutch fitted onto the second engine. Plan now is to refit that back into the car get everything wired up and, once we find a starter motor, see how she fires up.



*Fire Engine and the Dennis bus both straining at the leash to get back on the road*

## More action on Thursdays

### Another set of great shots from Terry Costello

There really is a very nice atmosphere at the club on Thursdays. There's loads to do whether that be working on engines, panels or woodwork. You do NOT need to be experienced in car maintenance or restoration. All ongoing projects could do with more 'hands on deck' and there's plenty of experienced members to guide and advise you as you go along. Just pop along and talk to any of the regulars. For example, we need someone to clean and dust the Bedford engine, which has been unfortunately left uncovered whilst our carpenters sand and plane nearby.

Apart from working on project vehicles we need general help to clean up work surfaces and tool cupboards. In fact if you have a couple of hours to spare on a Thursday morning we really need some help tidying and sorting our three main garage tools and equipment cupboards. Just pitch up and mention that you are keen to help.

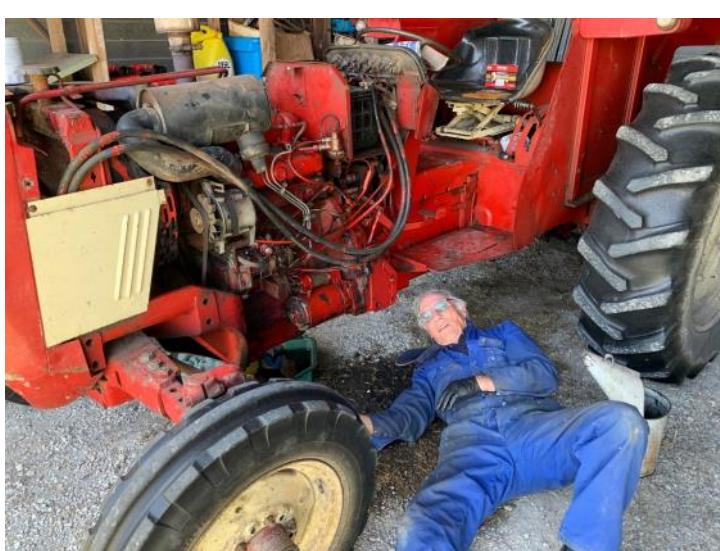
Finally a few more shots from Terry.



*Arnold Van Zon and David Lane with the new display cabinet*



*Interaction in the tools area*



*Tony Gillet crawls out from under the tractor*



*John Ellis continues the restoration of the BSA back deck*

Holden was founded in 1856 as a saddlery manufacturer in South Australia. In 1908, it moved into the automotive field and even built the Ford Model T for a period before later becoming a subsidiary of the United States-based General Motors in 1931, when the company was renamed **General Motors-Holden's Ltd**. It was renamed **Holden Ltd** in 1998, adopting the name **GM Holden Ltd** in 2005.

In the past, Holden has offered badge-engineered models due to sharing arrangements with Chevrolet, Isuzu, Nissan, Opel, Suzuki, Toyota, and Vauxhall Motors. In previous years, the vehicle line-up consisted of models from GM Korea, GM Thailand, GM North America, and self-developed models like the Holden Commodore, Holden Caprice, and the Holden Ute. Holden also distributed the European Opel brand in Australia in 2012 until its Australian demise in mid-2013.<sup>[1]</sup>

Although Holden's involvement in exports has fluctuated since the 1950s, the declining sales of large cars in Australia led the company to look to international markets to increase profitability. From 2010, Holden incurred losses due to the strong Australian dollar, and reductions of government grants and subsidies. This led to the announcement, on 11 December 2013, that Holden would cease vehicle and engine production by the end of 2017. On 20 October 2017, the last existing vehicle plant, located in Elizabeth, was closed as the production of the Holden Commodore ended. On 17 February 2020, General Motors announced that the Holden brand would be retired by 2021.

**Early history** In 1852, James Alexander Holden emigrated to South Australia from Walsall, England, and in 1856 established **J.A. Holden & Co.**, a saddlery business in Adelaide. In 1885, German-born H. A. Frost joined the business as a junior partner and J.A. Holden & Co became **Holden & Frost Ltd**. Edward Holden, James' grandson, joined the firm in 1905 with an interest in automobiles. From there, the firm evolved through various partnerships, and in 1908, Holden & Frost moved into the business of minor repairs to car upholstery. The company began to re-body older chassis using motor bodies produced by F T Hack and Co from 1914. Holden & Frost mounted the body, and painted and trimmed it. The company began to produce complete motorcycle sidecar bodies after 1913. After 1917, wartime trade restrictions led the company to start full-scale production of vehicle body shells. H.J. Holden founded a new company in late 1917, and registered **Holden's Motor Body Builders Ltd** on 25 February 1919, specialising in car bodies and using the former F T Hack & Co facility at 400 King William Street in Adelaide before erecting a large four-storey factory on the site.



Holden and Frost, Greville Street, Adelaide

From 1924, HMBB became the exclusive supplier of car bodies for GM in Australia, with manufacturing taking place at the new Woodville plant. These bodies were made to suit a number of chassis imported from manufacturers including Austin, Buick, Chevrolet, Cleveland, Dodge, Essex, Fiat, Hudson, Oakland, Oldsmobile, Overland, Reo, Studebaker, and Willys-Knight.

In 1926, **General Motors (Australia) Limited** was established with assembly plants across Australia using bodies produced by HMBB and imported with complete knock down chassis. In 1930 alone, the still independent Woodville plant built bodies for Austin, Chrysler, DeSoto, Morris, Hillman, Humber, Hupmobile, and Willys-Overland, as well GM cars. The last of this line of business was the assembly of Hillman Minx sedans in 1948. The Great Depression led to a substantial downturn in production by Holden and In 1931, GM purchased HMBB and merged it with General Motors (Australia) Pty Ltd to form General Motors-Holden's Ltd .

Holden's second full-scale car factory, located in Fisherman's Bend (Port Melbourne), was opened on 5 November 1936 by Prime Minister Joseph Lyons, with construction beginning in 1939 on a new plant in Pagewood, New South Wales. However, World War II delayed car production as efforts shifted to military construction. After the war, Holden returned to producing vehicle bodies, this time for Buick, Chevrolet, Pontiac, and Vauxhall. The Oldsmobile Ace was also produced from 1946 to 1948.

From here, Holden continued to pursue the goal of producing an Australian car. This involved compromise with GM, as Holden's managing director, Laurence Hartnett, favoured development of a local design, while GM preferred to see an American design as the basis for "Australia's Own Car". In the end, the design was based on a previously rejected post-war Chevrolet proposal. The Holden was launched in 1948, creating long waiting lists extending through 1949 and beyond. The name "Holden" was chosen in honour of Sir Edward Holden, the company's first chairman. Although officially designated "48-215", the car was marketed simply as the "Holden". The unofficial usage of the name "FX" originated within Holden, referring to the updated suspension on the 48-215 of 1953.



*Holden 48-215 "Australia's own car"*

### 1950s

During the 1950s, Holden dominated the Australian car market. GM invested heavily in production capacity, which allowed the company to meet increased post-war demand for motor cars. Holden 48–215 sedans were produced in parallel with the 50-2106 coupé utility.

Production of both the utility and sedan continued with minor changes until 1953, when they were replaced by the facelifted FJ model, introducing a third panel van body style. The FJ was the first major change to the Holden since its 1948 introduction. Over time, it gained iconic status and remains one of Australia's most recognisable automotive symbols. A new horizontally slatted grille dominated the front end of the FJ, which received various other trim and minor mechanical revisions. In 1954, Holden began exporting the FJ to New Zealand.



1953 Holden FJ Utility Coupe .. The Ute

### 1960s

In 1960, Holden introduced its third major new model, the FB. The car's style was inspired by 1950s Chevrolets, with tailfins and a wrap-around windscreen with "dog leg" A-pillars. By the time it was introduced, many considered the appearance dated. Much of the motoring industry at the time noted that the adopted style did not translate well to the more compact Holden.

In 1960, Ford unveiled the new Falcon in Australia. In response to the Falcon, Holden introduced the facelifted EK series in 1961; the new model featured two-tone paintwork and optional Hydramatic automatic transmission. A restyled EJ series came in 1962, debuting the new luxury oriented Premier model.

Holden began assembling the compact HA series Vauxhall Viva in 1964. This was superseded by the Holden Torana in 1967, a development of the Viva ending Vauxhall production in Australia. Holden offered the LC, a Torana with new styling, in 1969 with the availability of Holden's six-cylinder engine. In the development days, the six-cylinder Torana was reserved for motor racing, but research had shown a business case existed for such a model. The LC Torana was the first application of Holden's new three-speed Tri-Matic automatic transmission. This was the result of Holden's A\$16.5 million transformation of the Woodville, South Australia, factory for its production.

## Focus on the Marque: Holden..Cont.

Progress  
March 2020

Holden's association with the manufacture of Chevrolets and Pontiacs ended in 1968, coinciding with the year of Holden's next major new model, the HK. This included Holden's first V8 engine, a Chevrolet engine imported from Canada. The mainstream Holden Special was rebranded the Kingswood, and the basic fleet model, the Standard, became the Belmont. Following the Chevrolet V8 fitted to the HK, the first Australian-designed and mass-produced V8, the Holden V8 engine debuted in the facelifted HT model. Despite the arrival of serious competitors, namely, the Ford Falcon, Chrysler Valiant, and Japanese cars in the 1960s, Holden's locally produced large six and eight cylinder cars remained Australia's top-selling vehicles.

### 1970s

Holden launched the new HQ series in 1971. At this time, the company was producing all of its passenger cars in Australia, and every model was of Australian design; however, by the end of the decade, Holden was producing cars based on overseas designs. The HQ framework led to a new generation of two-door Monaros, and despite the introduction of the similar sized competitors, the HQ range became the top-selling Holden of all time. Development of the Torana continued in with the larger mid-sized LH series released in 1974, offered only as a four-door sedan. The LH Torana was one of the few cars worldwide engineered to accommodate four-, six-, and eight-cylinder engines. This trend continued until Holden introduced the Sunbird in 1976. In 1975, Holden introduced the compact Gemini, the Australian version of the "T-car", based on the Opel Kadett C.

Holden's most popular car to date, the Commodore, was introduced in 1978 as the VB. The new family car was loosely based on the Opel Rekord body shell, but with the front from the Opel Senator grafted to accommodate the larger Holden six-cylinder and V8 engines.

### 1980s

The 1980s were challenging for Holden and the Australian automotive industry. The decade opened with the shut-down of the Pagewood, New South Wales production plant and introduction of the light commercial Rodeo, sourced from Isuzu in Japan. The range was updated in 1988 with the TF series, based on the Isuzu TF. Other cars sourced from Isuzu during the 1980s were the four-wheel drive Jackaroo (1981), the Shuttle (1982) van and the Piazza (1986) three-door sports hatchback. The second generation Holden Gemini from 1985 was also based on an Isuzu design, although, its manufacture was undertaken in Australia.



Monaro 2-door Coupe



The Commodore

While GM Australia's commercial vehicle range had originally been mostly based on Bedford products, these had gradually been replaced by Isuzu products. This process began in the 1970s and by 1982 Holden's commercial vehicle arm no longer offered any Bedford products.

The new Holden WB commercial vehicles and the Statesman WB limousines were introduced in 1980. However, the designs, based on the HQ and updated HJ, HX and HZ models from the 1970s were less competitive than similar models in Ford's line-up. Thus, Holden abandoned those vehicle classes altogether in 1984. In the same year Holden introduced the VK Commodore, with significant styling changes from the previous VH. The Commodore was next updated in 1986 as the VL, which had new front and rear styling. Controversially, the VL was powered by the 3.0-litre Nissan RB30 six-cylinder engine and had a Nissan-built, electronically controlled four-speed automatic transmission. Holden even went to court in 1984 to stop local motoring magazine Wheels from reporting on the matter.

However, changing currency exchange rates doubled the cost of the engine and transmission over the life of the VL. Confident by the apparent sign of turnaround, GM paid off Holden's mounted losses of A\$780 million on 19 December 1986. At GM headquarters' request, Holden was then reorganised and recapitalised, separating the engine and car manufacturing divisions in the process. This involved the splitting of Holden into *Holden's Motor Company* (HMC) and *Holden's Engine Company* (HEC). For the most part, car bodies were now manufactured at Elizabeth, South Australia, with engines as before, confined to the Fisherman's Bend plant in Port Melbourne, Victoria. The engine manufacturing business was successful, building four-cylinder *Family II* engines for use in cars built overseas. The final phase of the Commodore's recovery strategy involved the 1988 VN, a significantly wider model powered by the American-designed, Australian-assembled 3.8-litre Buick V6 engine.

Slowly but surely the Australian content of Holden cars reduced over the remaining 30 years. Holden vehicles basically turned into rebadged GM, Nissan and Isuzu products. The costs of remaining a high volume independent manufacturer were too great for GM to bear. Gradually local production withered away and in February 2020 GM finally called time on the Holden brand, RIP.



*Holden Statesman WB*



*Holden VB: the last great Holden??*

## 1951 Morgan Plus 4

Progress  
March 2020

Club member Marsden Robinson, tells us about his Morgan Plus 4 AND adds details of a brush with officialdom, regarding rules and regs pertaining to older cars.

*Marsden writes “Here’s my 1951 Plus 4, bought about 1980, still own it. 2.2 litres. Was red until recently, now green. It was raced in Nelson in the early 1950s. Standard Vanguard engine Later uprated to Triumph TR4A specifications, changed from 16” wheels to 15”, front brakes changed to discs, all round before I bought it. I have added a Laycock overdrive, and split-circuit braking with two brake boosters.*

### Travels with my Morgan (Thanks to Marsden)



I was tootling along in the Morgan, minding my own business, and carefully observing the speed limit, when this traffic officer, standing on the opposite side of the road, waved at me to stop. I waited patiently in the car, while he crossed over. “Seat-belt check, sir.” he said respectfully.  
“I haven’t got one.”

His bright and breezy manner changed instantly; any good traffic officer, faced with a major breach of the law, and the chance of adding to his tally of kills, is immediately on the alert. His voice rose in righteous indignation, and he adopted an air of dripping sarcasm.

“Does this car have some special dispensation from Her Majesty’s Government exempting it from the seat-belt regulations?” he asked, in a manner that indicated that he expected me to grovel on the tarmac in abject guilt.

“Yes.”

I volunteered nothing further. This, as I had intended, nonplussed him. He was forced to enquire “How come?”

“It was first registered in 1951. Cars registered prior to 1956 are not required to have seat-belts.” I explained.

His manner underwent another abrupt change. It really is extraordinary how these upholders of the traffic laws are able to change their demeanour so adroitly. He became all meek and mild, like a cat that has been caught red-handed in the act of stealing sardines, and knows that it hasn’t a leg to stand on.

“Oh,” he said meekly, “I didn’t know that.”

“Well, now you do,” I said, as I depressed the clutch pedal, and took off with the hiss and roar that is so satisfactorily attainable in a sports-car that is nearly 70 years old, and has a muffler with no baffles in it.

# Toyota Prius was the first Hybrid Car

## “Yeah Right!”

Thanks to Bruce Skinner for spotting this in [www.journal.classiccars.com](http://www.journal.classiccars.com)

Progress  
March 2020

As is often quoted.. “There is not much in this world that is truly new”

This car is a 1917 Owen Magnetic Touring car, an intriguing early hybrid-drive vehicle produced by Justus B. Entz, an electrical engineer who had worked for Thomas Edison.

As early as the late 1800s, Entz began experimenting with a unique electric transmission system that could, in theory, provide infinitely variable ratios without a direct connection between the engine and rear axle.

The Entz Electric Drive Transmission replaced the engine's flywheel with a set of field windings, which acted as a generator to power an electric traction motor attached to the rear axle via a driveshaft, similar in principle to a modern diesel-electric locomotive. There was no direct connection between the gasoline engine and the drive wheels. The system provided powerful electrical braking, which also had a regenerative feature that charged the vehicle's electrical system — the ancestor of the MGU-K in a modern F1 car!

The first demonstration of the system ended when an electrical arc ignited the fuel supply and the prototype burned to the ground, the dealer notes. Entz saw promise in the system and persisted with refining it over several years. He later built a more-successful prototype on an Austro Daimler. That car became the very first Entz automobile, which debuted at the NYC Auto Show in 1914. Entz and his invention previously caught the attention of Raymond and Ralph Owen, who began working on adapting the system for production as early as 1912. By 1915, the Owens had taken over Entz's project and partnered with Baker Electric to produce the cars commercially as the Owen Magnetic.



This example wears an older cosmetic restoration, presented in pale yellow over black fenders and chassis. The 5-passenger touring body is attractive and well built. The car has a 303cu Continental 6-cylinder engine.

From the driver's seat, you experience the unique control arrangement of the Owen Magnetic. A single foot pedal controls engine speed, while the large lever on the steering wheel controls electrical output via a series of detents. There are no gears to mesh, no rev-matching, and no heavy clutch pedal. Reverse gear is operated via a lever to the driver's left, and a second lever operates the supplementary mechanical brake.

It is a marvellously clever arrangement that combines the best of the simplistic early electrics, with the versatility and range of an internal combustion vehicle.

The article concludes, “With our attention turning to alternative fuel vehicles, the Owen Magnetic offers a fascinating look back at the technology of yesterday, where we remember that even the best ideas of today may not necessarily be new ones.”



<b>New Members:</b>	Marsden Robinson
<b>Targa 2020 VCC Time Trial:</b>	A meeting took place with organisers of the Targa 2020 VCC Time Trial and John Higham and Tony Sparkes have been appointed as our liaison officers for the event.
<b>Tractors:</b>	Repairs completed on the International Tractor. The Iseki tractor is to have the hydraulics checked shortly.
<b>Compressor :</b>	Compressor now up and running.
<b>Waikato Branch members:</b>	The Waikato members visited our Branch Restoration morning recently and are planning on a similar venture in the future.
<b>New shed:</b>	The electrical work will be completed shortly and ramps are to be made to access the shed doors for council CCC.
<b>Disc belt sander:</b>	A belt sander has been approved to be purchased for the BSA woodwork. Excellent condition used sander purchased via Trade-Me .
<b>Budgets for restorations:</b>	Tony Sparkes: \$250-300 for carpet Chev, Bedford tow truck \$250.00. Paul Collins \$200.00 for Wolseley. Items for specific articles should be designated on the invoices as the particular restoration. Important that all purchases are pre-approved.
<b>NSVCC Life Membership:</b>	The issue of Life Membership is being considered by the committee. The objective being to create a set of standard and consistent guidelines for awarding Life Memberships. A set of draft criteria is being prepared for consideration at the next meeting for eventual publication.
<b>Masons Road parking:</b>	We will contact Auckland Transport to request the installation of yellow lines on one side of Masons Road to prevent blockage of the street.

**Club Address:** 40 Masons Rd, Albany, 0632

**Phone:** 09-4792779: **Email:** [northshorevcc@gmail.com](mailto:northshorevcc@gmail.com)

**Website:** [www.vintagecarclub-northshore.co.nz](http://www.vintagecarclub-northshore.co.nz)

**Club Nights:** Every Wednesday from 7.30pm

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

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

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

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

## Main Committee

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**Vice Chairman:** John Higham 09-478-7973

**Immediate Past Chairman:** Paul Collins 09-422-0500 or 027-292-2204

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

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