



North Shore
Vintage and
Classic Car Club

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

Progress:

The monthly journal of the North Shore Vintage and Classic Car Club June 2026

Guess who is the Co-
Pilot?



A couple of Vero photos of the Lotus Cortina. After Christine resigned as co-driver I had to make do with an Austin owner

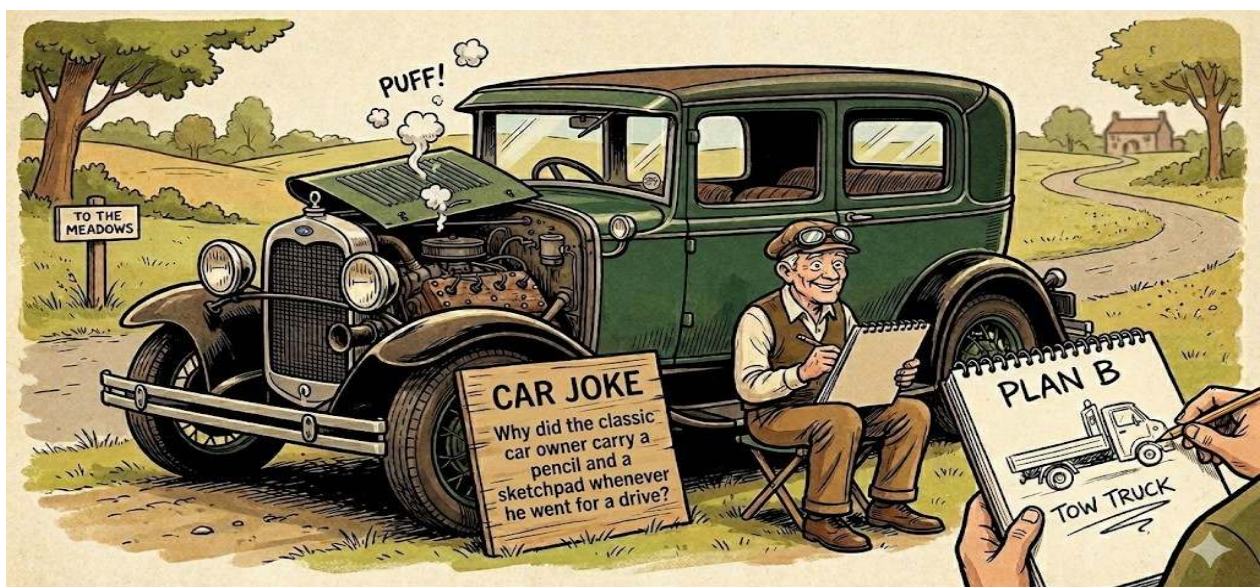
.....

Cheers. Neil Fraser

Contents

Progress
June
2026

Club Sponsors	Page	3
Annual General Meeting Notice	Page	4
Chairman's Report	Page	5
NSVCC Committee Meeting Notes	Page	6
Club Captain's Report	Page	7
Candid Camera	Page	8 - 11
Adventures of a Morris 8 – Part 3	Page	12 - 14
My adventures in Model A Fords Part 1	Page	15 - 16
Club Item from Yesteryear	Page	17 - 21
Editor's Note	Page	22
Neville Brothers - Century of trucking	Page	23
The Ultimate 'Kiwi Can Do' Adventure	Page	24 - 25
A reason to keep your Classic / Vintage	Page	26 - 27
Club Contacts	Page	28



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NSVCC AGM 2026

NORTH SHORE VINTAGE CAR CLUB ANNUAL GENERAL MEETING
INCLUDING COMMITTEE MEMBER ELECTION
7:00 PM ON 10TH JUNE 2026



WHEN:
10th JUNE 2026

WHERE:
CLUB ROOMS
LOCATION:
40 Masons Rd,
Albany, 0632

TIME: 7:00 PM (MEMBERS ONLY)
LIGHT REFRESHMENTS TO FOLLOW

ALL MEMBERS WELCOME! JOIN US TO SHAPE THE FUTURE OF OUR CLUB.

Chairperson's Report- John Higham

Progress
June
2026

Hello Members,

This will be my final report to Branch members (thank goodness you might say) as my three year maximum term as your Chairman comes to a close at the forthcoming 10 June 2026 Annual General Meeting.

Thank you to the present committee for their patience and diligence in 'sticking with it' over the last few years as we have made our way through the tedious but essential matters of dealing with the national Club and local Branch constitutions. Thankfully that is now behind us and a more normal existence of concentrating on the Branch can resume.

We welcomed the Club President, George Kear, to the Branch on the morning of Thursday 30 April 2026. I am sure he was impressed that our Branch has upwards of 70 members attending every Thursday and a lesser amount every Tuesday, and a smaller contingent on each Wednesday evening. The committee discussed several matters with him after morning tea, mostly relating to the unfortunately sometimes strained relationship between the Branch and Club.

I will have a more detailed report for the AGM. Please try and make time to attend and contribute to the Branch's future direction.

John Higham



These two pictures show the diversity of NSVCC Thursdays @ The Sheds- Les Almer

NOTES OF COMMITTEE MEETING

25 th May 2026-Maurice Whitham

Progress
June
2026

New Members: R. King (transfer from Auckland)

Notes

Daffodil Day – Planning is still on going in relation to the Daffodil Day run to be held on 23 August 2026, this year being done in conjunction with the local Ford Dealerships. More information will be published once it is available.

Bedford Truck – The Pros and Cons relating to the Bedford tow truck have not been fully presented to the members. The committee needs to formulate a priced listing, the cost of certifying etc or whether it is given to a museum. This subject will be taken over by the incoming committee.

Post AGM Duties – It was agreed to carry forward the tasks from the outgoing committee members until such time as changes can be made etc bank signatories, alarm call outs, keys as examples

Outside toilet – A discussion took place regarding the installation outside toilets with different options being considered. The question of whether they should be installed inside one of the sheds or located between the Restoration Shed and the new 5 bay shed.

Regional Reps – No advance on this subject at the moment with no future meetings planned. Anyone interested in taking on this task, a Job Description is available. The Representative needs to be appointed before the August AGM.

Roof repair – Hopefully this will be starting this week.

Open Day – It is intended to have an Open Day in November 2026 to replace the one that was cancelled and a further scheduled Open Day to take place early in 2027.

Pot-luck Dinner – It has been suggested that a Pot-luck dinner be held one Wednesday night during winter. Maybe incorporated a quiz night.

Wall Repair – The club rooms wall has now been repaired and painted since the leaking pipe was discovered. Many thanks to all those involved.

Motorcycle Group – It has been suggested that the Branch should establish a motorcycle group as several members also own motorcycles, and some new members could be attracted to join the Branch if such a group existed.

Club Captains Report – May

John Castle

Progress
June
2026

Coming Club Events

10th June (Wednesday) – Club AGM details have been circulated . We have Nomination Forms in the clubhouse and with a number of the Committee retiring we need club members to put themselves forward to take a position .

17th June (Wednesday) – 10.00am visit to “The Garage” classic car and motorcycle collection in Millwater. Numbers are restricted to maximum of 40 people so you will need to contact John Castle (021957032) to register your interest. We will be meeting on site and further details will be advised.

21st June (Sunday) club run

19th July (Sunday) club run

23rd August (Sunday) Daffodil Rally for Cancer 2026

Other

17th June (Wednesday) – Meals on Wheels North Shore will be using the Club Rooms for a lunchtime function (arranged by Tony Sparkes).

21st June (Sunday) visit to the Club from the Classic & Sports Car Club Northland . This is to be confirmed by the 5th June.

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

The workshop bay for members use is handy for a short term stay to do repairs.

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

Candid Camera

Progress
June
2026



In for a checkup



Vintage bikes



Steve Simpson A pickup



What now...



Richard on stocktake duty



2 Neil's BSA diff build

Candid Camera-continued

Progress
June
2026



Clive sheathing BSA



Dennis Bus Engine



Planning seminar



Chief cooks and bottle washers



Phil takes a break

Candid Camera-continued

Progress
June
2026



Barry and Terry after smoko



Gavin check-in club books



Julie and Ray gardening



Neville and Jim



Austin sports



Candid Camera-continued

Progress
June
2026



Owen under the hoist



Low mileage V8



Inside the BSA beautiful job



Neil on the BSA brakes



Peter's "runabout" (he came to Club in it last week.

Adventures of a Morris 8 Part 3.

Progress
June
2026

On display in the dining area where we all enjoyed (or otherwise) our evening meals, were two veteran cars. I cannot now remember their makes, but one caused some discussion because some of our party could not figure out how the 12 cylinders were connected – there being no obvious V formation. It was a monobloc cylinder block, with no removable cylinder head. The valves were carried in removable cassettes and it had 12 spark plugs down each side of the head. The question that was being discussed was: “How are the conrods connected to the crankshaft, and are there one or two crankshafts?” Of course most people involved in the discussion were youngsters, and did not understand early engines. The answer to their question was that it was not a V 12 at all. It was a straight 6 with 2 spark plugs per cylinder. Unfortunately the light was too poor to take photos.



When we heard of the cancellation of our ferry crossing, and since our smartphones are smarter than us, John and I failed to be at the front of the queue for new ferry tickets and had to wait until Thursday for a night crossing with Interislander. We spent the time in Blenheim – the journey was accomplished by crossing the Bryant Range where the Morris again demonstrated its power up the hills (in second gear), and visited the Omaka Aviation Heritage Centre, enjoying the

displays and noticing the SS 100 saloon on show in the WWII exhibition. I had not known that SS, (or Jaguar as it is now known- although we all know that they are really Austins on steroids), made a coupé version. Note, if you look closely, the hood does not fold down, the dumb irons are dumm(b)ys.

(Apologies for the colour of the photo, but the ambient light was dark blue.)

While in Blenheim, since there was no time pressure we investigated the erratic starting problems that had plagued us during our adventures. On checking the tightness of the connections to the starter motor it was noticed that, although the terminals were tight, one of the leads was rather wobbly. Most of the individual wires in the lead had frayed, and if the tension on the lead was tending to separate the connection there were too few wires making good connection to carry the amperage at 6 volts, to operate the starter motor. When the lead was held firmly down to make all the wires contact it would start every time. Also, when using the 12 volt booster there was enough voltage to start the car every time. We did ask the AA in Nelson to test the battery, but they said that they were unable to do anything with 6 volt batteries. However, having diagnosed the problem we found a very helpful auto-electrician in Blenheim who not only fitted new terminals to the lead, but were also capable of checking the battery. To our surprise, they reported it is 4 years old and only 50% good, which explains why it won't hold a charge.

Adventures of a Morris 8 Part 3.-continued

Progress
June
2026

We also took the opportunity of visiting the Marlborough Vintage Car Club, at Brayshaw Park. After being entertained on Wednesday afternoon with tea and biscuits we returned on Thursday morning to check out their extensive spares sheds.

Thursday came and the relatively flat route to Picton was achieved with ease, leaving us time to explore the attractions of the town, and partake of very good fish and chips: the chips being made from real (not extruded) potatoes. The ferry crossing was smooth and we disembarked on a dark, wet morning at 1.30 am. Confidently anticipating a simple journey along the SH1, turning right onto the SH2 and cruising to Upper Hutt we were alarmed to find the SH2 turnoff closed due to road works. "No worries, carry on to Porirua, then go over the hill to Upper Hutt – easy." So, we continue along the SH1. Rain coming down harder, but cannot get the wiper to work. Lights very dim, and consider lighting two candles in the expectation that they will be brighter but we soldier on, and find that the road is getting steeper and steeperand steeper, and in spite of the power of the ten horses we have to change down to second, and the road is very wide and new. Then it dawns – we are proceeding up Transmission Gully!

You can't do a U-turn on a motorway so we continue, sometimes at as much as 25 miles per hour, and the occasional vehicle flashes past, until one small truck/large van tucks in behind us, shepherding us along and providing extra light. How helpful and thoughtful. After several more minutes a familiar sound is heard, and blue flashing lights are seen in the rear view mirrors. The following vehicle was an ambulance who had informed the Police of our progress, in order to avoid later scraping us off the tarmac. The Police constables were extremely pleasant and concerned at two old (ish) idiots in an ancient car proceeding so slowly along a 110kph motorway. We explained the situation (unplanned late ferry, road works, lack of knowledge of Wellington roads) and were asked "Can't you go any faster?" "Well, we can do nearly 70 on the flat, but not up this hill." Clearly concerned (possibly about our mental state) the Police seemed unable to decide what should be done next. We therefore pointed out that: 1. we were already, unwittingly, on the motorway: 2. The only way off was to continue in a forward direction: 3. We intended to turn off at the next junction and go to Upper Hutt. The police accepted that this was a reasonable assessment and provided us with an escort, flashing lights and all, to the Upper Hutt junction with the Paramatta - Haywards Road. True gentlefolk in blue, and, after a caution to be careful on the rest of the journey they allowed us to continue along the road to Upper Hutt.

The rain was still coming down – have you ever tried driving with one hand, operating the wiper with the other hand along a narrow winding road often without road markings, in the pitch dark, with dim headlights and negotiating road works and cones? **But** we eventually made it and joined the SH2 Hutt Expressway. Easy from here – just bowl along to the Upper Hutt and turn right. Obviously by good judgment we did turn right and soon found ourselves on Ward Street.

Remembering that this was the right road, but failing to remember where to turn from there we looked for the Upper Hutt to Mangaroa Vally Road map that had

Adventures of a Morris 8 Part 3.-continued

Progress
June
2026

been prepared earlier. So we stopped and flagged down a following ute. As he was explaining our route a car stopped opposite, asking if we need help. The second driver offered to guide us the start of Mangaroa Vally Road and we followed him there. The $\frac{3}{4}$ hour journey from Wellington had only taken a little over 2 hours. Finally arriving at the home of Phil and Coral Kidd (Phil is Barbara Stubbs' brother, and do not believe what she says about him – he is a most welcoming man) we were about to load the Morris on the trailer and leave quietly when Phil, who had waited up for our arrival, appeared and insisted on us going to bed in his house and Coral provided us with breakfast in the morning.



Morris loaded in the morning the mighty Mazda towed Jim Corbett's excellent trailer and the Morris all the way home, with short stops for coffee, lunch and tea, and changing drivers about every hour or so. The only eventful happening was the Mazda speedo turning over 300,000 kms.

The whole 2 weeks event was exciting and lively and we met many helpful and interesting people. Would I do it again? Yes, particularly if John would

also join me, and I must thank him for his tolerance, patience and constant good humour. He deserves a medal.

As does Kelvin Hawke – the Morris did the job (much to the surprise of the naysayers, but not to us) – he did a great job preparing the car for us, and now has the task of putting right some of the problems that require fixing. None of which were our fault.

Thanks must also go to the Branch Committee, who in a momentary lapse of judgment gave us permission to use the Morris on the International Rally and it must be recorded that we, as members of the North Shore Vintage Car Club are very fortunate to have joined such a great Branch that can provide us with these opportunities.

Final thanks go to Ray Robertson and his team who planned the Rally and all the Nelson Branch members who were always so helpful carrying out the many daily tasks that kept the Rally going smoothly. It is sobering to realise that they were unable to undertake the runs and we do appreciate their contribution to making it so successful.

My adventures in Model A Fords Part 1

By Bill Duffy

Progress
June
2026

Car 1. 1972 to 1980

It all started back in 1972 when I noticed a very tidy 1928 Tudor being topped up for fuel at my local petrol station in my hometown of Dunedin.

The owner (Number 13th!) was happy to sell for \$1000 !! The "FORD" man , Peter Bell, at the VCC told me that I paid far too much for it. However.....

It was a very original car with a reconditioned motor and mechanically sound. I joined the Otago branch of the VCC. At the time I didn't know that there was the Canterbury Chapter of the Model A club formed in 1965. However I enjoyed Friday night meets at the VCC club rooms in Dunedin. Robyn and I went on a number of local rallies in Otago.



I was even able to visit the original owner, a lady who bought the car in 1929. She was still living at the address shown on the ownership papers. It brought tears to her eyes when she saw it again after 43 years. See photo.

I was frequently getting into the back country of Otago and Canterbury before we settled down and had a family, so the

Original Lady Owner, Miss Barth. Taken about 1973

reliable Ford was driven about 35,000 miles on trips to Fiordland, Mt. Cook, for normal commutes to work and many trips to Central Otago. I made the car more original replacing the 19" wheels with 21" , replacing the Chevy horn with ahooga horn etc. In that time I also gave it 2 valve grinds and readjusted the crankshaft babbitt mains. (A time consuming job!)

Despite the hard driving in that time the big ends were still OK. I used to drive almost everywhere including Dunedin to Kaitaia return in top gear with Robyn in 1977. The only part of the journey that I had to change down to intermediate ie. 2nd gear, was for a brief few hundred metres approaching Haast Pass summit! As you can picture we went in a very roundabout way on our journey north, also taking in the hills from Napier to Taupo en route, again in the long cog.

I found it easy driving in the '70s when most people cruised at about 50 mph. I often passed smaller English cars on hills.

To be continued... in **PART 2.**

My adventures in Model A Fords PART 1

By Bill Duffy continued

Progress
June
2026



In the snow at St. Bathans.



West Branch Matukituki River en route to Mt. Aspiring



Summit of Danseys Pass



Driving up to about 4000' on Mt. St. Bathans.

a certain kind of madness

A SOBER REVIEW OF THE 'IRISHMAN'S CREEK RALLY'

"There will be time's when you'll wish to God that you aren't there, but afterwards it'll be good to look back on" or something to that effect spoke the great team captain Dick Stanley as a kind of taunt, and, unable to resist the challenge tainted with madness, I accepted his offer to crew in the Beam Team for the Irishman's Creek Rally in Christchurch. (I think even Dick was surprised at the accuracy of his prediction).

There were three cars entered from the North Shore Branch and one from Auckland. However, Harold Kidd's Kissel had it's motor out for reconditioning, Alistair Robinson had the Fiat's motor out for reconditioning, Dick Stanley was having a new pinion gear being made to replace the original which had lost a few teeth. Finally Russell Ellis's Delago as far as I know required no special preparation.

By the day of departure, the Kissel's motor had been installed but the big end bearings were too noisy, the Fiat's motor had broken a main bearing stud and the Sunbeam's diff. had been reassembled and was running surprisingly quietly! Harold and Frank substituted the Nash for the Kissel, Alistair went with Brian Johnston in the Sheerline and Dick, Warwick Dickens, Gideon delautour and the Hon. Ed. headed South around 9 p.m. Thursday supposedly well prepared for the cold.

Notoring at a steady 45 m.p.h. and in occasional drizzle we made Turangi in good time going west of Taupo. However, by Waiouru the dicky seat passengers weren't sure whether they were going to die from exposure or just freeze up. We climbed into sleeping bags, pulled them over our heads, then compressed ourselves sufficiently for two men to be able to lie down in the dicky seat (an act worth seeing).

Club Item from Yesteryear

Progress June 1974 - continued

Progress
June
2026

IRISH MAN'S CREEK RALLY:

Somehow we arrived in Wellington around 7 a.m. to be fourth in the queue for non booked cars for the Picton ferry. (The car was booked for the 10.40 p.m. ferry which would have meant driving directly to the 7 a.m. rally start. After some extremely frustrating cat and mouse games with the N.Z.R. at 0% we finally scraped onto a 5 p.m. cargo only ferry along with the Kidd Nash which had stopped at a motel when it got a little cool and consequently arrived much later.

Arriving in Picton around 8.10 p.m. we headed straight for Christchurch after knocking up a service station in Blenheim to refuel.

Unfortunately the 'Bean's headlights were gradually getting weaker from continual use and when I took over driving at Kaikoura, the sidelights were almost as strong as the headlights and I was driving from marker post to marker post peering through the open screen into the rain.

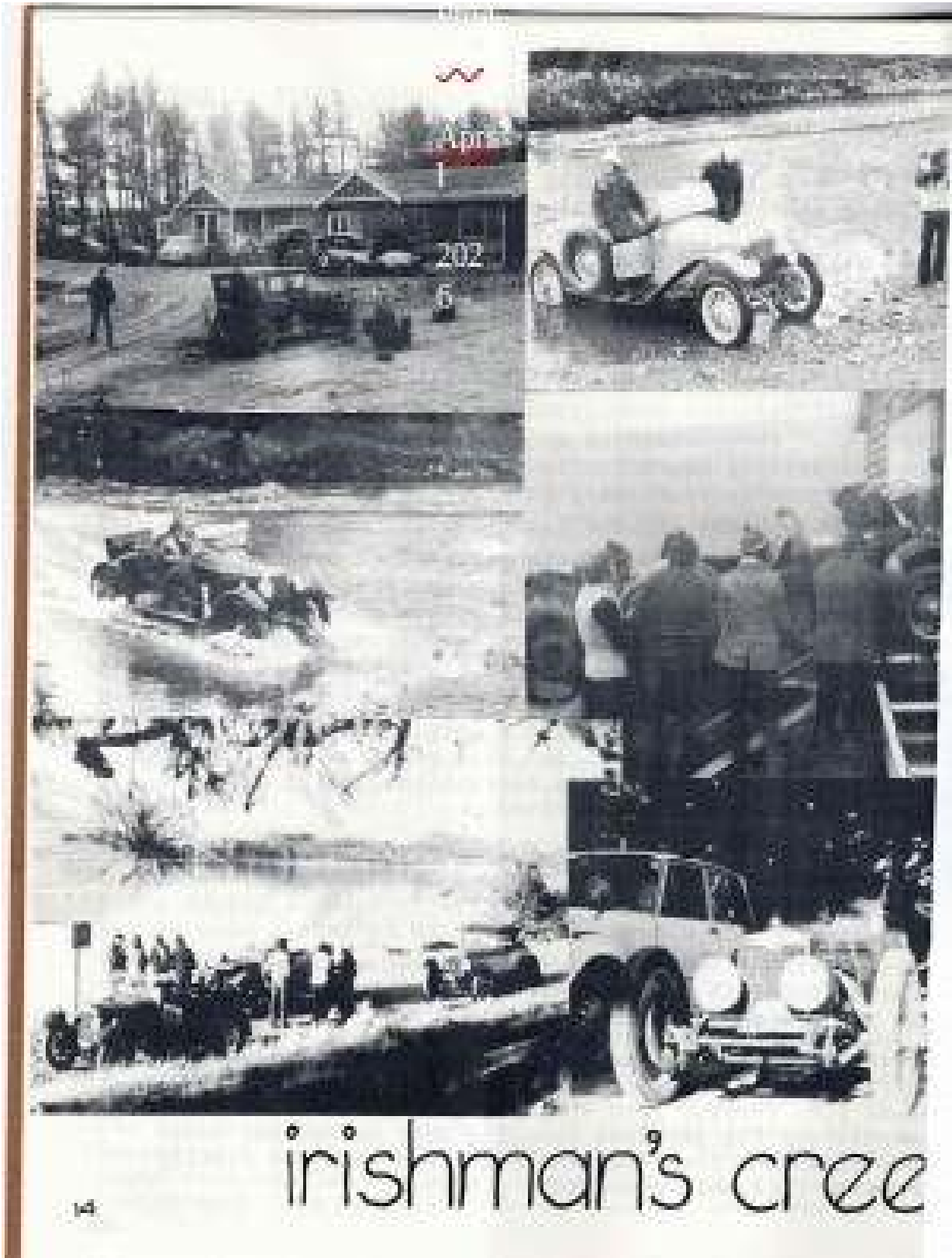
Fortunately the Nash had stopped and after catching up, we followed using their lights to see arriving in Christchurch around 4 a.m. and knocking up Frank Renwick who had just climbed into bed after the pre rally party. There were already a large number of recumbent figures on the floor and whilst the two drivers were given beds, the only space left for me was under the kitchen table. An hour and a half later we were woken by Mrs Renwick with coffee and eggs on toast and were at the start around 7.45 a.m.

Shortly we were zig zagging across the Canterbury Plains at an average speed of 34 m.p.h. At the first check point we were asked "Got any liquor on board?" to which we answered "Of course!" and were immediately docked 100 points.

The roads were all dead flat and straight and it soon became apparent that the locals had little intention of maintaining the average speed after being successively buzzed by a 10/98 Vauxhall, Bentley's and Hispano-Suiza's, all travelling at great speed.

Club Item from Yesteryear continued
Progress June 1974

Progress
May
2026



14

Club Item from Yesteryear continued

Progress June 1974

Progress
May
2026



Left to right:
Frosty Strathcoonan
Shearers Quarters
John Stanley's 14-40
Delage wotted out
Ford,
Dick Stanley's 14-40
Sunbeam frosted over.



Dick Stanley's
Sunbeam Fording.
Morning after the
night before let down
Harold Kidd's
Kash Fording.



Sunbeam, Delage & Nash
lunching at Tokapo.
Lindsay Wogan's Works
Brooklands Riley &
Strathcoonan Homestead.

< rally '75

15.

IRISHMAN'S CREEK RALLY:

Well, five days of extremely cold Vintage motoring, 1,800 miles, two short nights of sleep. Reputedly the toughest vintage event, it's challenge lies mainly in surviving the cold and the alcoholic consumption. It's a grand social event of endurance, something akin to a three day stag party.

I was pleasantly surprised by the 1924 Sunbeam finding its stability, road holding, brakes and steering exemplary, restricted only by a three speed box.

Many Thanks Dick for a memorable ride, and Thanks also to the Kenwicks, Shands and the Canterbury Branch for their memorable hospitality. ●

Henry Humphrey



Editor's Page

Letters to Editor,

Hi Stuart,

Many thanks again for your excellent newsletter.

A couple of corrections: The Auto Union replica is powered by a Roll Royce Meteor engine. This was a version of the more famous Merlin, and was used in tanks. I guess calling it a Merlin is more romantic?

The MAB was not powered by a Rolls Royce Merlin, but by a 1918 Packard-Liberty V12 aero engine,

The Sizaire et Naudin is not the only one in NZ, in fact one of your club members, Mike Courtney has one, still in use.

Cheers,

Keith (Humphrieys)

(Editor's note: Mike Courtney is not a member of the North Shore Branch)

Lost and Found

Hi Wade,

After the AVVCC mid week run to Wenderholm last November a fold Up picnic chair was recovered, we have advertised in our bulletin with no reply.

Perhaps it was one of your Members, so could you put an ad in your bulletin :- "Recovered after AVVC Wenderholm Picnic, fold up chair with green striped fabric.

Contact:- Jo Bieleski at midweek@avvcc.org.nz "

Thanks, Neil

Editor-

Just wish to thank all those who are coming to me with items to publish - photos, newsy bits they think might be of interest to members .Thankyou

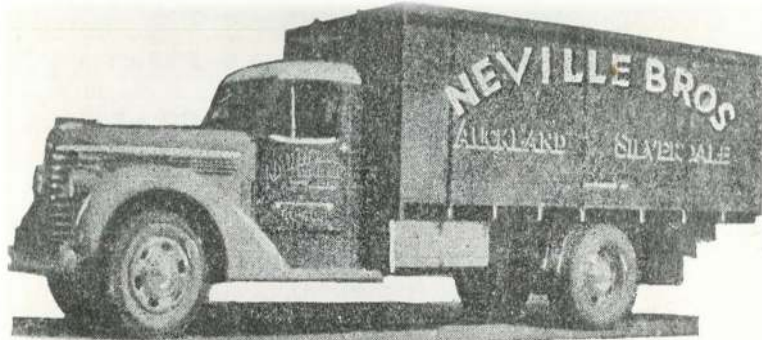


Progress
June
2026

NEVILLE BROS ~ A CENTURY OF TRUCKING

THE ALBANY HILL - During the 1930s, local identity Ernie Bawden would meet the town truck at the bottom of Albany Hill with a team of horses and haul it to the top—a remarkable effort, especially when the truck was heavily laden.

In the early 1930s, Neville Bros secured a cream run from the local dairy farms to the NZ Dairy Company in Mt Eden. They soon expanded their business to include the transport of bobby calves and general farm freight. Farmers were paid 1/6 (one shilling and a sixpence) at the gate for each calf collected, this



procedure wasting a great deal of time both for the farmer as well as the carrier, and at first was not a very lucrative business. Early on, the calves had to be taken right to Westfield Freezing Works in Otahuhu for this 1/6d, and that's all the farmer got.

Across Dairy Flat and Silverdale, farmers quickly came to rely on the brothers, who hauled everything from cream cans to manure sacks. Trade grew steadily as road conditions improved, though challenges remained. The transition from horse-drawn wagons to motor trucks was underway, and Neville Bros' timing aligned closely with this broader shift in road transport.

In the early 1960's when Kelvin Neville started work, the trucks were a mixture of Bedfords, Diamond T's, Chev's and Fords, typical of most fleets of the era. He recalls even the J6 Bedfords (the first diesel-engined models for the brand and rated as quite 'grunty' for their time) making hard work of the run up Albany Hill.

"You'd be loaded with five yards of builders' mix, with the empty cream cans stacked on top. We'd stop into Sam's Pies at the bottom to pick up a pie and a soft drink. As soon as you took off and got onto the slope it would be back in first gear, going barely 5-8mph, so there was nothing else to do but sit back and eat the pie and have the drink. There was time enough to do that before getting to the top!" recalled Kelvin Neville.

The cream run continued until the mid-1970s, when tanker collection replaced traditional milk cartage. From that point, work focused on general freight, including livestock, seasonal hay, and whatever else needed moving. Most milk was transported to the large processing depot at Penrose and returned a few days later as fresh milk in clean glass bottles.

Adapted from Neville Bros History - The Life Story of Frank Neville (written in 1978) and Kelvin Neville (2001)

The Ultimate 'Kiwi Can Do' Adventure: Chasing 800 km/h in Bolivia

Progress
June
2026

Land speed records are usually won by multi-million dollar corporations, but a legendary team of New Zealanders is out to prove that raw Kiwi ingenuity still rules the world.

Cook Motor Racing (CMR), led by 79-year-old motor-sport icon Reg Cook, is in full preparation mode to send a fleet of custom-built speed machines to the Salar de Uyuni (the vast salt flats of Bolivia) for an audacious world-record assault in September and October 2026.

Why Bolivia?

While the team has historically dominated the famous Bonneville Salt Flats in the USA (where Reg has claimed 5 world records), their newest machinery has simply outgrown the American tracks.

The crown jewel of the fleet is **Wairua 2** (*Spirit 2*), a bespoke, hand-engineered streamliner designed to target an eye-watering speed of **550 mph (866 km/h)**. To safely reach maximum velocity, cruise through an officially timed mile, and come to a complete stop, the vehicle requires an uninterrupted 15-mile stretch of perfectly flat ground—a distance that can only be found on the high-altitude salt lakes of Bolivia.

Unfinished Business

The upcoming 2026 campaign is all about finishing what they started. During their grueling late-2025 trip, the volunteer crew overcame severe logistical delays, local bureaucracy, and intense altitude challenges.

Despite the chaos, the team's persistence paid off handsomely. They walked away with three new world records, including an astonishing 199 mph (320 km/h) run in their Nissan coupe, "Cookie", and a world-record benchmark for their heavily modified 1959 classic Mini.

Now, the core team is stepping up to back Reg for one final, monumental push to conquer the definitive 800 km/h barrier for a wheel-driven, piston-engined car. It is the ultimate tribute to the classic New Zealand "No. 8 wire" mentality—proving to the next generation that with passion and an indomitable spirit, the impossible can be made real.

Are you interested

Yes, absolutely. While they are not seeking more racing cars, the Cook Motor Racing team is actively recruiting a volunteer crew to make the 2026 campaign a reality. Because running a world-class land speed event in a remote foreign desert requires a massive logistical "village" of 50 to 70 people, they are seeking enthusiastic volunteers to help both in the workshop and on the ground in Bolivia.

The Ultimate 'Kiwi Can Do' Adventure: Chasing 800 km/h in Bolivia-continued

Progress
June
2026

Who they need: Data loggers, engine tuners, mechanics, and engineers. Spanish-speaking interpreters to help navigate local Bolivian logistics. General Support Crew: Dependable people to assist with food, water, transport, and base camp operations.

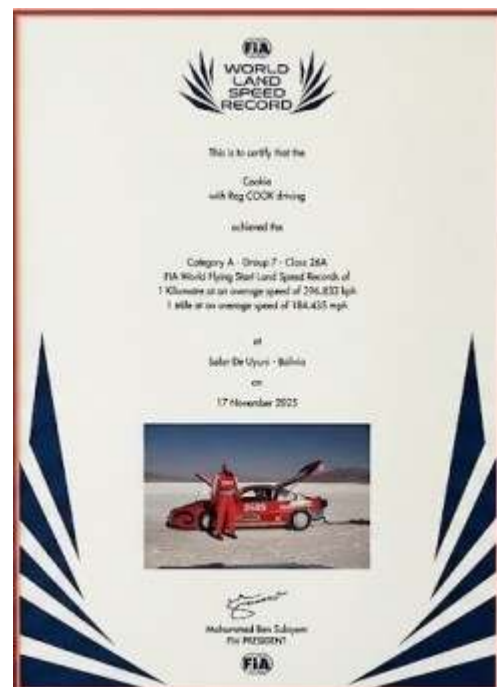
The Details:

If you are local to Auckland, the team is looking for people with a great "can do" attitude to volunteer on weekends at the workshop to finish critical tasks before the vehicles are packed into shipping containers. For the trip itself, volunteers cover their own flights to Bolivia and evening meals, while CMR takes care of local transport, accommodation, breakfast, and lunch on the salt.

If you or someone you know wants to be part of international motorsport history, you can register interest directly via the contact portal on the [Cook Motor Racing Website](#).



CMR Bolivia 2025 Land Speed Challenge	AVG 184.437 CMR Bolivia 2025 Land Speed Challenge
Date 2025/11/17 Time 16:39:01	Date 2025/11/17 Time 16:38:58
Flying KM - South bound	Flying Mile - South bound
Vehicle: Cookie	Vehicle: Cookie
Driver: Reg Cook	Driver: Reg Cook
Class: FIA A 2 7	Class: FIA A 2 7
Entry time: 16:39:01.8306	Entry time: 16:38:58.1583
Exit time: 16:39:13.9113	Entry speed: 181.919 Mph
Speed: 297.995 Km/h	Exit time: 16:39:17.5891
	Exit speed: 195.409 Mph
	Speed: 185.272 Mph
Location: Uyuni / Bolivia	Location: Uyuni / Bolivia
Altitude: 3656m Temp: 16c	Altitude: 3656m Temp: 16c
Wind: 10km/h dir: South	Wind: 10km/h dir: South
Time keeper: Matt Way	Time keeper: Matt Way
Timing by: Econode	Timing by: Econode



Item suggested by Les Elmer

A reason to keep your Classic or Vintage

Progress
June
2026

Cars used to represent the ultimate freedom. Slipping behind the wheel meant stepping away from watchful eyes and entering a world where your time, your decisions, and your destinations were yours alone.

But things have changed. Today, modern vehicles are essentially powerful computers on wheels. While you drive in blissful ignorance, giant automotive corporations are using your dashboard to quietly harvest intimate details about your daily life, transforming your private sanctuary into a highly profitable data goldmine.



The Worst Product Category for Privacy Ever Reviewed

If you wade through the dense, unread privacy policies required to activate a modern infotainment system, the sheer scope of what your car tracks is staggering. It isn't just monitoring whether you buckle your seatbelt, brake too hard, or speed down the motorway.

A comprehensive analysis by Mozilla examined 25 major automotive brands and failed every single one of them. In fact, researchers labeled cars the absolute worst product category they had ever reviewed for privacy. According to their findings, auto brands reserve the right to track:

- Your precise location history and second-by-second routes.
- Your age, race, weight, and general health.
- Your facial expressions and body language via inward-facing cabin cameras.
- Inferred profiles about your intelligence, psychological trends, and political beliefs.

Once this data leaves your dashboard, there are virtually no rules limiting where it goes. It can be packaged, traded, and sold to marketers, data brokers, or even law enforcement agencies operating without a search warrant.

The Real-World Cost: Spiking Insurance Premiums

This pervasive snooping isn't just creepy—it's actively costing drivers money. Automotive giants routinely partner with powerful data brokers like LexisNexis.

In one alarming case, an unsuspecting driver discovered that a data broker had compiled a 130-page dossier detailing every single trip he and his wife had taken over a six-month period. After his car insurance premium suddenly spiked by 21%, his agent confirmed the covertly collected vehicle data was the direct cause.

A reason to keep your Classic or Vintage

continued

Progress
June
2026

While regulatory bodies like the US Federal Trade Commission (FTC) have occasionally stepped in to halt unconsenting data sales by specific manufacturers, the legal loopholes remain vast. As long as these invasive tracking practices are buried deep within the terms and conditions consumers blindly accept, the data pipeline remains perfectly legal.



The Safety Paradox: What Comes Next?

The future of in-car surveillance is accelerating rapidly, often under the guise of public safety. Upcoming federal mandates will soon require automakers to integrate "advanced impaired-driving prevention technology" into all new passenger vehicles. These systems rely on sophisticated infrared biometric cameras designed to monitor eye movement, drowsiness, and body language to keep impaired drivers off the road.

While the goal of reducing road fatalities is vital, privacy advocates are sounding an urgent alarm. The mandated laws contain absolutely zero protections regarding what happens to the highly sensitive medical and behavioral data these biometric sensors create. Without strict safeguards, this mandatory



safety equipment will inevitably hand the auto industry an entirely new, highly intimate empire of biometric data to monetize.

Connected cars undoubtedly offer incredible convenience, comfort, and life-saving safety features. However, as automakers aggressively expand their surveillance networks, it has never been more critical for drivers to look under the hood and question the true cost of their freedom on the open road.

Sourced from BBC Thomas Germain published 13 May 2026

Contacts

Progress
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2026

Club Address: 40 Masons Rd, Albany, 0632

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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

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Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120

Julie Croft : 021 126 7818

Jim Hefkey :027 286 9593

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New Members

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

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