



North Shore
Vintage Car Club

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Progress:

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



Hi all,

Well I don't know about you all, but I am now 'fed-up' with this lockdown palaver! The first 3-4 weeks were quite novel and I managed to resolve an earth leak in the MG that has been an issue ever since I've had the car, greased up all the front suspension and steering and replaced the rear brake shoe adjusters. I've even polished it TWICE!

I'm not sure how many of you are aware that Caffeine and Classics at Smales Farm is no more. Plans for development on the car parks are pressing ahead and so they have decided to call it a day. That's a big loss to the North Shore classic vehicle community.

Unfortunately our 'Upcoming Events' section is a little sparse this month as the uncertainty over Covid Lockdown is playing havoc with our event organisers. Peter Lloyd (October event) and John Castle/Bill Duffy (November event) have great things in the pipeline and we are hoping that the lockdown situation will relax and allow us to get together again shortly.

Finally, a huge thanks to all our contributors this month. I'm sorry that there isn't enough room to publish everything, but rest assured your contributions will appear next month or in subsequent editions.

Stuart Battersby
battersby56nz@gmail.com

In this edition:

- * **Chairman's report** : Tony Sparkes.
- * **Singer restoration**: Clive Sandham's restorations don't stop for Covid.
- * **Restoration Project Updates**: No updates this month, just some older photos.
- * **Lockdown Updates/Photos**: From Max Pople and Terry Costello.
- * **Lockdown in Dairy Flat**: Andrew Lunt tells the story.
- * **Closet Harley Biker**: Arnold Van Zon tells us about his beautiful '42-WLA'.
- * **Model A engine and a Landrover**: (Not in a single vehicle!).
- * **What's happening**: Watching lockdown levels closely.
- * **One man and his shed**: Michael Dorbeck describes a 'proper' shed.
- * **Hunua 100**: Let's get behind this one!
- * **Waka Kotahi**: Updated laws.
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- * **About Us**: Who's who and where's where.

*Terry Flude's Austin Metropolitan
"Truffaux" is the cover car for our
Focus on the Marque.*



Chairman's Report: Tony Sparkes

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Not much to report this time. Some work is being done on costings for extending the car park to the north of the villa. The grass at the club is growing so there will be lots to do when we can get back.

Just before lockdown I sold my Austin Chummy and, as soon as people are allowed to visit, I will be putting my '94 1.8 MX5 on the market. So, I am looking for a pre'45 car to replace them. Bigger than the Austin, preferably British. Stop sniggering you Yankophiles! So if anyone knows of something that is for sale or might be, please get in touch.

Hopefully, we can get back to the club in the next couple of weeks.

Look after yourselves.

Enjoy your cars and the fellowship in our club.

STOP PRESS: Our chairman slips up. Tony writes: "Whilst on my constitutional walk on Thursday morning (30th September), I slipped and dislocated my knee. Cold and damp, I lay on a muddy bank for 50 minutes for an ambulance. Knee popped back in when ambos straightened it. After several hours at A&E I was sent home on crutches. R&R for me for a while.

Tony Sparkes

Chairman



How about 'The Munsters' look Tony. That might work and is certain to cause a stir at Art Deco!

Clive Sandham's Singer Restoration: Super-fast run through of a great restoration.

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On completion of the Fiat 509 I was looking for a project.

When we were away in Wanganui I spotted a very nice 1937 Morris 8 sports similar to the one I started my motoring with as a 16 year old. Thinking "that's what I want as a small drivable club car", I started looking out for one when I spotted a Singer 9 on TradeMe minus an engine.

I knew Paul Colins had restored Singers so asked about an engine, to my surprise he told me about some engines plus a complete 1939 car at his brother's farm.

Apparently their father had purchased the car and spares some 20+ years ago and had it delivered to the family farm outside of Kaitaia. Their father had died before he could start the restoration/rebuild.

I arranged a HIAB truck to pick the complete car and deliver it to my workshop. It arrived late on a Sunday night. We unloaded the car in the dark along with several crates of motors and spares. With it was a 38 Bantam converted to a stock car pusher. It had a good complete engine but the rest was destined for scrap as were virtually all the spares as they had lay in a field rusted beyond salvage.

The car was complete but delivered as a kitset, front guards off and just boxes of bits. It was in a very sad state. I got my wish of wanting a project so stripping began. There was a lot of surface rust and filth so I took it outside and water blasted the chassis. All the wood will need to be replaced but the shell is Alloy so I don't have rusty panels to deal with but what is there needs a lot of work.

The chassis was stripped to the last nut and bolt and all the dirt scraped off ready to be sandblasted. I fell over when quoted to blast it so purchased a sand blaster hopper as I have a 40cfm compressor to supply my



Clive Sandham's Singer Restoration: Cont.

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Dressed in a hazard suit, dust mask, goggles and full helmet I set about blasting the chassis and parts ready for inspection. I was fore-warned that if you turn up for a VIN inspection with a painted chassis they won't pass it so had a certifier following the progress, he duly passed it and I sprayed it with Brunox rust sealer.

Everything was stripped sand blasted, painted and slowly reassembled. The front axle was good and the kingpins very firm so they must have been recently redone as were the brakes with new linings. However, being rod brakes every linkage was extremely worn. All the clevis's had to be filled and reamed, new pins, new guide housings made or modified. The handbrake was a rusted shell and used as a pattern to make a new one.

The Springs completely taken apart and blasted. Shackles were in a very bad way so new plates bushes and pins were made and reassembled onto the chassis. The differential was in a very bad way. With no replacement available it was cleaned and new bearings fitted and reset and fingers crossed won't be too noisy when back on the road.

With everything back on the rolling chassis body work began along with the necessary wood work. All the borer had stopped holding hands so most of it was dust and in many cases not even enough to get a pattern from. The rusty rear panels have been roughly assembled so I can work out where the wood should be to support it all.

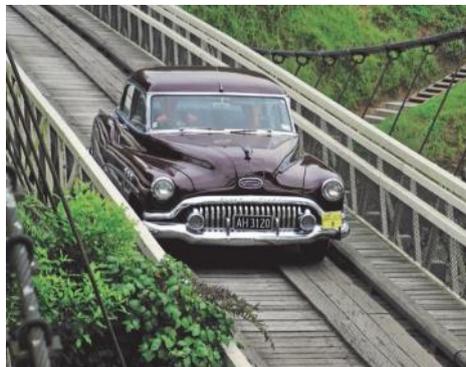


The main rails that hold the scuttle were enough for a pattern so reverse engineering it matching front to where the back should be. Being the first of the 1939 and the chassis number tells me it is in the first 200 of the 700 built before the war there are a lot of parts that don't truly match making guess work a lot harder.



Restoration Projects Update: No updates this month, just a few photos to jog your memory.

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All a little squashed in I'm afraid, but just a few reminders of what we have been missing over the last few weeks.

A big red cat and a 1930 Model A Pickup:

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Max Pople's Jaguar and Terry Costello's Model A



1976 Jaguar XJC (C for Coupe) : Stunning 4.2 Litre



Terry Costello reports that this 1930 Model A was once a 'Fordor' but has since been converted into a closed cab Pickup. The vehicle had previously been in storage for 15 years, but now is the time to finish the restoration.

What have you been doing in Lockdown?

Andrew Lunt describes lockdown in Dairy Flat

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Here's a few pics and a story of what I've been up to over the lockdown. Keen to catch up with you guys when we can soon. After what seems like an eternity of putting off some needed maintenance on the Zephyr I decided to crack on with it once I had cleaned the shed up somewhat.

I had acquired a few parts when I purchased Sweet Pea close to a year ago, so dusted these off and set to work.

First up was a oil change and filter as the oil was a nasty black colour and pressure was low at idle when the engine was hot. I

put a flush through her engine and dumped the black mess, some on the floor, of course, and the rest in an old container to get rid of when out of lockdown. The old fashioned filter cartridge in a canister was a bit of a pain to change as Ford in their wisdom had allowed a very small space to do this in from underneath the car as the battery was smack bang over the filter. I resembled a grumpy T- Rex under the car for a good half hour to get the new filter in place. On run up the oil pressure has come up to a respectable pressure and the top end is also a lot quieter now, which is nice on the ear.

Next up was the replacement of the top and bottom radiator hoses as these were very hard and I have always been worried that these may let go on a trip sometime soon. I had purchased these as new old stock from the Auckland Consul Zephyr Zodiac Club a few months ago . After a radiator flush the old water was expelled (the colour of murky tea) and old hoses cut off. New ones on with new jubilee clips and filled with new coolant. Radiator cap also was changed for a slightly better one I had and run her up to bleed the system.

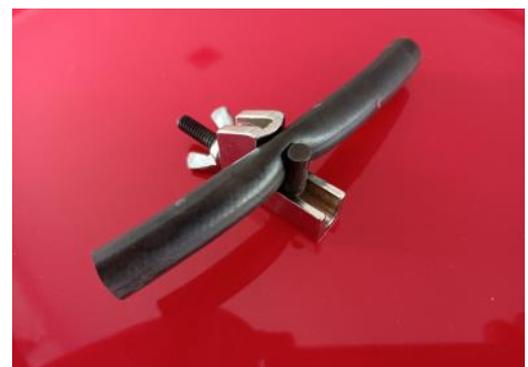
Next was a simple job of replacing the front disc pads... Simple?? Well it is supposed to be. On removal of the old discs the meat left on them was paper thin, so yes a timely replacement indeed. On attempting to push the pistons back into the callipers to accept the new meatier pads, we hit a stumbling block.



Now I don't 'get' this naming of cars thing but Sweet Pea seems to work for Andrew's Zephyr



Brake lines clamped



Editor: As an aside, I have always struggled to get a good seal using mole grips and now use one of these.

What have you been doing in Lockdown?

Andrew Lunt makes my job easy

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The pistons had obviously been in a “out” position for many years and as such had a large amount of rust on the pistons and would not retract no matter how much force, CRC, swearing/blood/tears I could muster. I got on the interweb to see who could rebuild my callipers and the nice chaps at Sterling Brake and Clutch obliged and said they could rebuild these over the Lockdown as they are an essential service provider. Now as I am also an essential service provider and working in Mt Wellington I took a small detour to drop off the callipers (contactless of course) and now await their call to collect and fit.

Next on the small list is a new passenger side steering drag idler for Sweet Pea in time for the next WOF in November. While that has been going on in the shed the Dodge Challenger has been put to duty to collect the shopping from the supermarket for the past few weeks in lockdown. Never has a trip to the supermarket been so much fun and I recommend that you take your classic or vintage cars to grab the shopping at any opportunity you can get.

My kids have also dug out my old Series 2a Landrover for a few drives up and down the street (we live in rural Dairy Flat) to relieve a little boredom and to help their mental health. I have had my Landrover for around 24 years now and she is still my favourite in the fleet by a very long way. She has not done very many miles in the past 5 odd years but never a vehicle is as trusty and reliable (yes that’s correct) to start first pop even after a few months of inactivity. If ever there is a Zombie apocalypse she will be the vehicle for the job!

All the best to you all and I hope to see you all very soon for a good catchup, cup of tea and a cruise in our loved vehicles.

Kind regards

Andrew Lunt



Sweet Pea with Peter Lloyd's Zodiac at Helensville.

Arnold Van Zon, confesses to being a closet Motorcycle fiend.

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Arnold writes: *“As a youngster I always wanted an army Harley Davidson. About 90,000 were made during the second war, a lot of them exported to the USSR. Alas, I got involved in motor cars so the WLA never eventuated until 23 years ago when I bought a rusty frame at a swap meet. During the following years parts were collected from both overseas and New Zealand.*



The WLA is a 750 cc side valve twin with a three speed hand change gearbox and a foot operated clutch (also called suicide clutch). Max speed about 95 km/h with the sun on your back. Maybe I will ride it one day.....”

Harley-Davidson began producing the WLA in small numbers in 1940, as part of a general military expansion. The later entry of the United States into World War II saw significantly increased production, with over 90,000 being produced during the war. Unusually, all the WLAs produced after Pearl Harbour, regardless of the actual year, would be given serial numbers indicating 1942 production. Thus, war-time machines would come to be known as **42WLAs**. This may have been in recognition of the continued use of the same specification. The precise serial number, as well as casting marks, can be used to date a specific motor accurately, and some other parts bear year and month stamps. Frames and many other parts were not tagged with the serial number, and cannot generally be dated. Many WLAs would be shipped to allies under the Lend-Lease program. The largest recipient was the Soviet Union, which was sold over 30,000 WLAs. Production of the WLA would cease after the war, but would be revived for the Korean War during the years 1949–1952.

Most WLAs in western hands after the war would be sold as surplus and "civilianised"; the many motorcycles available at very low cost would lead to the rise of the chopper and other modified motorcycle styles.

However, this also ensured that few nearly-original WLAs would survive in the US or even Western Europe. A significant number of WLAs were left in the Soviet Union, and either stored or put in private hands. With little access to parts and no chopper culture, and no export path to the West, many of those WLAs were preserved during the Cold War. Russia and other former Soviet countries are now a major source of WLAs and parts.

What did you do in Lockdown?

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John Castle writes: "Here is something to excite all non vintage Ford Owners !! My spare 1929 Ford Model A engine ready to be 'fired Up" . This engine was built up from a spare block fitted with new pistons , white metal bearings etc etc and I have finished setting it up over lockdown. I plan to run it sometime over the next few days after I receive an order of 'Irontite' from Repco to seal the water passages. I am now struggling to find another project , pity we cannot slip up to the Club and finish John Higham's Model A.



So nice to hear from Viv Pearman who has been using Lockdown to finish off the restoration of his Landrover. Viv has owned the vehicle for 40 years. By my reckoning this is a 1973 Series 3.

A man of many talents. Viv drives his David Brown Selectamatic 8800. These were manufactured at the David Brown factory at Meltham Mills in Yorkshire between 1965 and 1971.



Upcoming Events: A number of interesting events are planned depending on lockdown levels.

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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.

October

October 17: Club run. Interesting route to lunch. Details tbc when/if we reach Level 2.

October 20: Auckland Midweek Tourers: Starts from Westgate, 10.00am for 10.30 start.

October 23-24 Hunua 100 Rally (Details on page 20)

October 29-31: National Veteran Rally; National event.

October 26-30: Targa Time Trial National event.

November

November 21: Club Run: Country run and Picnic (Organisers John Castle and Bill Duffy)

December

TBA

Longer Term

January 9 2022: Possible tour with our North Harbour Austin Club friends to the Kauri Museum.

January 16-22 2022: Vero International Festival: New Plymouth.

February 10-13: Brits at the Beach: More details at www.britsatthebeach.co.nz

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.

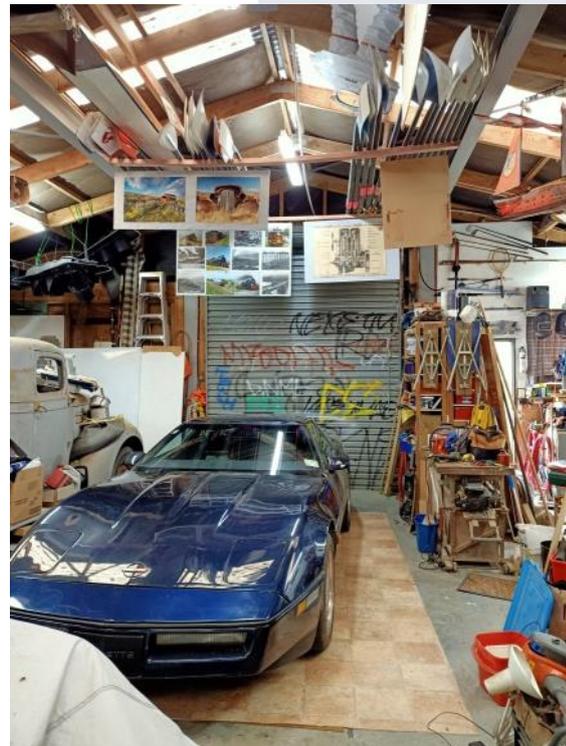
Thursday Mornings: All sheds open. Why not come along and explore the parts shed? Fantastic experience, even if you don't need any bits! Coffee, tea, cakes and savouries at 10.30am.

It goes without saying that the club is SHUT until we move into Level 2 Lockdown

A proper shed! Michael Dorbeck writes about another aspect of owning and maintaining older vehicles.

My shed was built 20 years ago now. We were to be married at our Coatesville home and decided to put the cost of marquees into the shed build instead. So, I ended up with a modest 1500sq ft shed to house my toys. We ended up housing the 160 wedding guests for a sit down meal.

Talk of it being great to store the hay and the horse truck was met with a curt comment that the only horses going into that shed will be Mustang's, Pinto's, Bronco's and Camargue's. Maybe a Pony or a Colt at a pinch. Anyway, I quickly filled the shed with Bedfords, Chevs, Morris' and Hillmans just in case someone got a stray idea. Some have come and gone, others remain and there are a few still in external storage waiting for the right moment.



A proper shed!

The workshop area was set up but never really set up well. It never worked well and the ex-Air Force carpenters bench was always too full to use effectively.

Roll on the pandemic. During the early lockdowns, I was working so did not have any shed-time. But come this lockdown and I was unable to do any external work, so had to spend time in the shed. Oh dear, how sad. But I have also spent time in the garden and constructing necessary things around the house. But, just before lockdown was announced, I sold the old bench and was to move 3 benches from my father's workshop. Sadly, they are still sitting in Papatoetoe waiting for L2 to arrive.



It has its own wonderful charm

But, this lockdown has given me the opportunity to do uninterrupted work in the shed. Bought about for a few reasons.

First was a “HmMMM” moment from my son, Oscar. He was helping me move stuff about and picked up a fine piece of steel just waiting for one of those projects that never get started let alone completed. He looked at it and said “I suppose I am going to inherit this”, whilst his eyes were rolling like pokie machines.

A proper shed: contd.

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Second was my father's passing and the need to store his collections (4 trailer loads of books – so far, 450 odd jacks, a few cars and lots of spare parts and tools. 60 years of things collected and often waiting for that project. Funny how everyone disliked his collecting of bits, but were the first to arrive on his doorstep when they needed that special or odd material for a project – and were generally satisfied with the acquisition. But, I have to house the stuff until we can sort of clear what is not useable.



Memories of vehicles.

Father's passing made me realise that I need to be practical about projects and if I will not realistically achieve them then why store the bits. Not to say I still do not have a few ideas for retirement, just not so many. I will still be in the 200 club (have to live to 200 to achieve all the projects I want) but have retired from the 500 club.

Third was my want to use a wood-lathe I have owned for some years but never known how to use. Over the years, many things I have collected have sat in storage boxes or tubes waiting for the day when I could display them. Well, that day arrived on 17 August with the lockdown notice. Lockdown has seen me sorting through boxes and retrieving all sorts of bits. Models (cars not human) are on display now, books are stored in shelving units, posters and photos are hung on panels and boxes of oddments are sorted. There is a growing pile of metal for the scrap-man when we get to that stage in life. Old timber is thrown out as are odd and sods that will never be used. An old plough is now painted and ready for installation as garden art. Old licence plates have been hung along with some old car badges. Some of the shelving units are in some semblance of order and I can actually find bits I need. Sadly in the reshuffle I have also lost some bits. No doubt I will come across the plumbers tape some time.

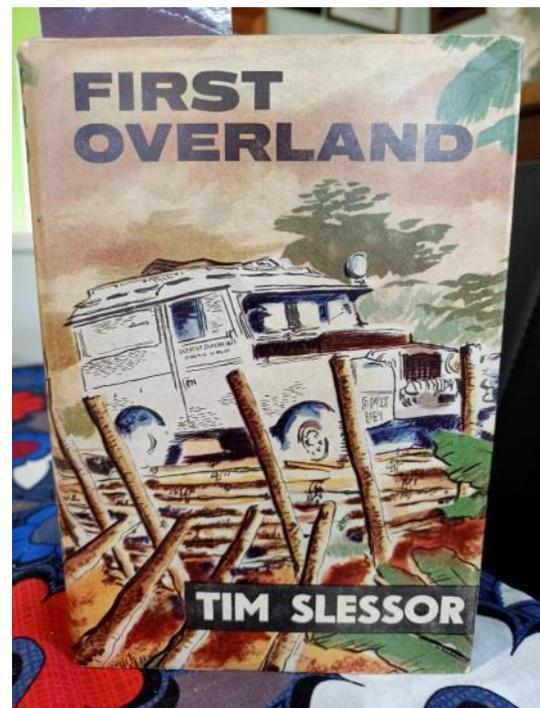


Books and Posters give an air of contemplation

Focus on the marque: Brush contd.

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But it has also given me ideas of long dreamt of ideas for my garden railway equipment and things to make for the grandkids before they are too old. The lockdown has also enabled me to read more. Sorting fathers books has turned up some really interesting books I had no idea were so good. I have read books about Popeye Lucas, Fred Ladd, various military campaigns, a couple who drove a NSU scooter (one, not one each) from London to Melbourne and up to Darwin [It reminded me of the old book *10 days in the Saddle*, by Major Bumsore]. Another about a crew of Aussie characters who built many of the outback roads between Alice Springs and Perth – a really interesting book about the life they led. And there is a huge pile of others to be read in future.



Things to make you proud!

The current book is a travel book called *First Overland*, by Tim Slessor in 1957. It is the story of 6 British nutcases who, in 1956, hopped into 2 Series I Land Rovers and popped down to Singapore and back. So far they have set up the expedition, sourced the materials needed and have reached Turkey, via Germany, Austria, Yugoslavia and Greece. The Land Rovers are called Oxford and Cambridge – and are quite famous now. Oxford was recently found on a mid-Atlantic Island of St Helena and restored before being taken back to Singapore on tour.



Oh to have been on that trip!

They are yet to head through Syria, Iraq, Persia, Pakistan, India, Burma, Thailand and Malaya to reach Singapore. Travelling on roads cut in WWII and not used in the intervening 10 years, so overgrown and possibly not in existence any longer. The book is well written so far and an easy read. The ending is known, but it will be fun getting there.

Amongst others yet to be read are *Half Safe*, *Husky be my Guide*, *a Boot Full of Right Arms*, a few *Stirling Moss* books and a massive pile of automotive reference books.

That has been my lockdown. Good to see the end of inconvenience of it, but also be OK to be in L3 for a few weeks more.

Auckland Vintage and Veteran Car Club:

Hunua 100 Rally: 23 –24 October 2021.. **MAYBE?**

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Our friends at the Auckland Branch are again running their Hunua 100 this year, and it is starting very close to us at the Soljans Estate Winery. The organiser this year is Gavin Welch, who now regularly helps out at our Thursday morning restoration days. As a modest thank-you for his help, we hope that you will have a go at the Hunua 100.

WEEKEND PROGRAMME SATURDAY 23rd October: The Clubrooms will be open from 2:30 p.m. with sausage sizzle and subsidized beer & wine. A Garden Party will take place in the backyard, along with a Book Sale in the Barn. The presentation of 50 & 60 year awards will commence from 4:30 p.m. The Spare Parts Department will be open for business. Rally packs will be available 3:00 to 6:30 p.m.

SUNDAY 24th: Rally packs will be available at rally start point from 9:00 a.m. The rally will start from: Soljans Estate Winery 366 State Highway 16 Kumeu. Rally approximately 100 miles. Lunch available (school fund raiser) or BYO. Tea & coffee will be available.

SUNDAY EVENING DINNER & PRIZEGIVING: This will be held at the Remuera Club, 23-27 Ohinerau St, Remuera. Guests will be welcomed from 7:00 p.m. onwards, dinner being served at 7:30 p.m. Note: Cash bar only—definitely no BYO please. *Pre sold tickets only and these must be ordered with the official entry form. If not entering the rally you are welcome to join us for the evening function. Please complete the relevant portion of the entry form, endorse it 'Evening Only' and forward to the Rally Secretary.

RALLY INFORMATION The rally will include timed sections with both manned and silent checks. There will be an optional touring section for non-competitive entrants. The event is open to all Club eligible vehicles. We offer those members wishing to improve their rallying skills or to better understand rally terminology the opportunity to attend a rally rules evening at the Clubrooms on Thursday 21 October at 8:00 p.m.

ENTERING THIS EVENT Each vehicle may be entered in one class only. There must be a minimum of three entries in each class for trophies to be awarded. Each competing vehicle must be entered by a financial member of the Vintage Car Club of NZ Inc. **IMPORTANT**—if you have not had a response to your entry by Friday 15 October, please contact Gavin Welch as soon as possible on 021 044 5188 We look forward to your participation.

ENTRY FORMS: May be downloaded from the AVVCC Club website: [Entry Forms \(avvcc.org.nz\)](http://avvcc.org.nz)

Click on the link to download the forms or chat to Gavin, if we manage to get back together again before the rally.

Editor: Mike Swanton sent this through to me as a recent example of the ongoing updates to laws and rules maintained by NZTA. This particular example is unlikely to affect our members, but I thought I might ask whether you would like to see these updates more regularly?

“Kia ora,

Waka Kotahi NZ Transport Agency (Waka Kotahi) is consulting on the *Land Transport Rule (Driver Licensing) Amendment Rule (2) 2021*.

The Amendment Rule proposes to remove the five-year time limit for learner and restricted driver licences, making them valid for 10 years. It also proposes to remove the 90-day time restriction on renewal, and the requirement for the licence holder to re-sit and pass a theory test to renew their licence.

We are seeking feedback to ensure the Amendment Rule takes account of the views of, and the impact on, people affected by the proposed change.

The consultation has two parts:

- an overview, which sets out the proposed amendment
- the consultation draft of the proposed Rule.

Submissions can be made until 5pm Friday 8 October 2021.

Subject to the approval of the Minister of Transport, the proposed Rule change is expected to come into effect on 24 November 2021.

You can view the proposed Amendment Rule change and provide your feedback via the online form at <https://nzta.govt.nz/about-us/consultations/changes-to-learner-and-restricted-driver-licences/>, or by emailing rules@nzta.govt.nz.

Please note your submission may become publicly available, should Waka Kotahi publish it or provide it to a third party. If your comments are commercially sensitive or, they should not be disclosed or you should not be identified as the submitter, please clearly indicate this and the reason why in your submission.

If you no longer wish to receive information about Land Transport Rules or if your contact details have changed, you can update your details online.

Update your details online

Alternatively, contact Waka Kotahi at: rules@nzta.govt.nz

Ngā mihi,

Waka Kotahi Regulatory Policy Team “

The Nash/Austin Metropolitan is such a unique car, neither fitting into the traditional Austin or Nash product line I thought we'd do a one-off special 'Focus' on the type.

While most domestic automobile makers were following a "bigger-is-better" philosophy, Nash Motor Company executives were examining the market to offer American buyers an economical transportation alternative. The Metropolitan was designed in Kenosha, Wisconsin. It was patterned from a concept car, the *NXI* (Nash Experimental International), that was built by Detroit-based independent designer William J. Flajole for Nash-Kelvinator. It was designed as the *second car in a two car family*, for Mom taking the kids to school or shopping or for Dad to drive to the railroad station to ride to work: the "commuter/shopping car" with resemblance to the big Nash, but the scale was tiny as the Met's wheelbase was shorter than the Volkswagen Beetle's.

The *NXI* design study incorporated many innovative features and attempted to make use of interchangeable front and rear components (the symmetrical door skins were the only interchangeable items used in production).

Although more complex, the new vehicle also incorporated Nash's advanced single-unit (monocoque) construction. It was displayed at a number of "surviews" (survey-previews), commencing on 4 January 1950, at the Waldorf-Astoria Hotel, New York, to gauge the reaction of

the American motoring public to a car of this size. The result of these "surviews" convinced Nash that there was indeed a market for such a car if it could be built at a competitive price. A series of prototypes followed that incorporated many of the improvements from the "surviews" that included roll-up glass side windows, a more powerful engine, and a column-mounted transmission shifter with bench seat (rather than bucket-type seats with floor shift fitted in the concept car). The model was named *NKI* (for Nash-Kelvinator International), and it featured revised styling incorporating a bonnet blister and rear wheel cutouts. Nash was positioning this new product for the emerging post-war market for "personal use" autos. These specific use vehicles were as a second car for women or an economical commuter car. The Metropolitan was also aimed at returning Nash to overseas markets. However, Mason and Nash's management calculated that it would not be viable to build such a car from scratch in the U.S. because the tooling costs would have been prohibitive. The only cost-effective option was to build overseas using existing mechanical components (engine, transmission, rear end, suspension, brakes, electrical), leaving only the tooling cost for body panels and other unique components.



A rare Series 1 Metropolitan



A Series 2 Metropolitan

With this in mind, Nash Motors negotiated with several European companies. On 5 October 1952, they announced that they had selected the Austin Motor Company (by then part of BMC) and Fisher & Ludlow (which also became part of BMC in September 1953, later operating under the name Pressed Steel Fisher), both English companies based in Birmingham, England and vicinity. Fisher & Ludlow would produce the bodywork, while the mechanicals would be provided as well as the final assembly were to be performed by the Austin Motor Company. This was the first time an American-designed car, to be exclusively marketed in North America, had been entirely built in Europe. It became a captive import – a foreign-built vehicle sold and serviced by Nash through its dealer distribution system. It is believed that the first pre-production prototype was completed by Austin on 2 December 1952. In all, five pre-production prototypes were built by Austin Motors and tested prior to the start of production. The total tooling cost amounted to US\$1,018,475.94, (Austin: US\$197,849.14; Fisher & Ludlow: US\$820,626.80) which was a fraction of the tooling cost for a totally U.S.-built vehicle.



Well Remembered: Dick Andrews' wonderful Nash

The styling for all Nash vehicles at that time was an amalgam of designs from Pinina Farina and his design house of Italy and the in-house Nash design team. The different models from Ambassador down to the Metropolitan utilized similar design features including fully enclosed front wheels, notched "pillow" style door pressing, bar-style grille, etc.

The new Metropolitan was made in two body designs: convertible and hardtop. All came with several standard features that were optional on most cars of the era. Among these factory-installed benefits for customers were a map light, electric windshield wipers, cigar lighter, and even a "continental-type" rear-mounted spare tire with cover. To give a "luxury" image to the interior, "Bedford cord" upholstery trimmed with leather was used (similar to larger Nash vehicles). An AM radio, "Weather Eye" heater, and whitewall tyres were offered as optional extras for the U.S. market. (It is unlikely that a Metropolitan could have been purchased without a heater and radio, as all vehicles left the factory with both items fitted.)



Terry Flude's Mark 4 Austin Metropolitan. With an MGB engine implant. Terry reports the recently fitted manual switched electric fuel pump ensures first time starting. Once running the electric pump is switched off and the mechanical pump takes over.

About Us

Progress
October 2021

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

Secretary: Maurice Whitham 09-627-0310 or 027-296-9293

Treasurer: Ross Moon 09-426-1508 or 022 426 1508

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

Barry Thompson 09-959-0206

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

OTHER CLUB OFFICERS (Non Committee)

Members' Garage Manager: Kevin Lord 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Magazine Editor: Stuart Battersby: **Tel:** 022 471 2759: **Email** battersby56nz@gmail.com

THE INFORMATION IN THIS MAGAZINE IS SUPPLIED AS A SERVICE TO MEMBERS. ARTICLES OF INTEREST ARE ALWAYS WELCOMED. THE OPINIONS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE AUTHORS AND THE CLUB ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF ANY ARTICLES OR STATEMENTS HEREIN.

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