



Progress:
The Monthly Journal
Of the
North Shore Vintage and Classic Car
Club
March 2026

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North Shore
Vintage and
Classic Car Club

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

Chairman's Report: -John Higham.



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Hello Members,

The Branch receives various correspondence from the Club Support Office in Christchurch. Some is on a regular or monthly basis advising us of membership ins and outs, financial transactions between them and us, etc. We just received information that is destined for those Branch and Club officials who will be attending the Executive Meeting in March 2026. One particular item caught my attention because it was the first of its type that I had seen. It is titled "*Membership Status Report from 07/08/2025*" and schedules for each Branch the "Joined, Deceased, and Resigned" members in that period. It was interesting reading, in that whilst it was gratifying to see a reasonably steady number in the Joined, there were the inevitable number in the Deceased (which one might expect with the general demographic of the Club membership) and the unfortunately seemingly many in the Resigned. A significant, if not the greatest, number of the resigned members had only been with the Club for a year. Does anyone ask why they only lasted one year?

The ones that got me wondering about were members on the Deceased listings. Many of these members had been with the Club for decades, and were presumably of a reasonable age. And many of those had veteran, vintage, post vintage cars, trucks, motor cycles and the like, sometimes in significant numbers like eight, nine, ten or more vehicles. So what is going to become of all these vehicles?

The reason I pose this question is because of a recent experience where a young relation was required by his employer to learn how to drive a manual vehicle so that he could then be put through the company truck driver licencing program. He had a car licence, but all his driving had been in automatic cars. But he had trouble finding anyone with a manual vehicle for him to learn the basics such as hill starts and coordinating the clutch, handbrake and accelerator, things that us older drivers were brought up on before the proliferation of automatics, and now cars that can drive themselves. Just who will be able to drive old vehicles? Who will be able to service and maintain them? Who will want to own old vehicles that no one can drive or look after? Is the market for old vehicles going to collapse? Or will vehicles just be put in museums?

You may know that Neil Beckenham, one of our Branch members and a regular stalwart of the Thursday morning restoration work, is the Club Registrar. Neil has been doing sterling work in that role and some of that is summarised in his *Registrar's Newsletter - January 2026*. Have a read, a copy is attached to your Progress Magazine.

Don't forget that we are looking for a nominee for the *Regional Representative* and members who may be interested in standing for the Branch committee. You might just be that person! Talk to one of the present committee.

John Higham

PS-1/. "For those with an hour to spend and a penchant for American cars, have a look at this:
https://youtu.be/Yw-vWWGNrQA?si=YgUs7qHAYk3df7_q

PS. 2/. On Thursday 26 February 2026 Murray Trounson of the VCCNZ Support Office visited the Branch and he advises that the one year memberships are largely due to enrolments for people who use the VCCNZ vehicle identification system as a cheap and convenient method of certifying restored vehicles. Once the job is done, most disappear. Maybe a bigger charge should be made!

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NOTES OF COMMITTEE MEETING 23

February 2026-Maurice Whitlam



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New Members:

J. Harper
Rosemary and Denis Whitlock
Sophie and Gavin Welch
Julian Urlich (December 2025)

Notes: Unfinancial Members – 11 members remain unfinancial and they have been contacted again to avoid cancellation of their membership. Two members of this group actually resigned. Please pay the subs immediately as it creates additional unnecessary work for the committee members.

By Laws – Yet to be completed. The Branch can still enforce Joining Fee from now on.

Unlisted on National website – The drop-down branch list in the On-line “Join-Us” webpage had our NSVCC Branch 13 unlisted meaning that new members did not have the option to join our Branch. This appears to be linked to our implementation of a Branch Joining/Introductory Charge. This matter is now being looked into by your committee and temporary a workaround has been implemented.

Members Survey/Crystal Ball gazing – An article being published in the latest Progress relates to the future of the Branch and the restoration and use of vintage cars/bikes into the future. Please read it and offer up any suggestions you may have. At the moment we are steadily growing in numbers with seven new or transferred members this month alone, but this trend may not always continue.

Mirror in Men’s toilet – Hopefully sorted this week (for those vain men with hair)

New Committee members – We need to recruit new members for the committee with a number indicating they will not be seeking re-election at the AGM. Being a committee member is not as onerous as you may think and feel free to pop in to one of our meetings to see for yourself (the last Monday night every month at 6.00 p.m.)

Wall Photos – The committee is following up on the suggestion to have more members’ car photos displayed on the walls.

Regional Reps – A very good zoom meeting was recently held involving 4 of the 6 Upper North Island Branches. It is important that we seek and appoint a volunteer for this position, otherwise we may expect that someone may be shoulder tapped and appointed by National Office. Another meeting is to be held in the near future.

Roof Repair – Repairs to the leaking roof have been approved and material are currently on order.

NOTES OF COMMITTEE MEETING 23

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February 2026-Maurice Whitlam continued

Storage Shed - It has previously been suggested that if the bus was moved into the Storage Shed and the Upholstery and electrical be moved out of the Storage Shed, this could be an interim measure to solve the problem of fumes etc. At this stage we have a large financial commitment repairing the roof on the clubhouse, and therefore any permanent solution has been placed on hold in the interim. The suggestion of a separate facility for upholstery and electrical work will be looked at in the future.

Sound System – A discussion took place over various options for an improved sound system including a microphone for use during meetings. The matter was approved by the committee and steps are underway to have it installed.

Water leak – A water leak was discovered when mould was found on the rear of photographs hanging on the wall in the Clubrooms. The leak has now been repaired and efforts are underway to dry out the carpet.

Health and Safety – Hoist in the Restoration Shed results in members talking in the passage way when there is a car on the hoist. Maybe need to move bench to allow for a wider passage.

New 2022 Incorporated Society Certificate – now displayed on the wall thanks to Barb Stubbs.



Poor Gerald- The confessions of a Tractor Mower Driver. Those Trees tried to give him a hiding but they took the saw to them and filled out a H & S report. Good to see you are on Deck and thanks from us all for what you do for the Club.

North Shore VCC

Club Captains Report -John Castle

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Coming Club Events

22nd March (Sunday) – Club Run Westy Wander and beach picnic at Muriwai Beach . Meet at the Club at 9.30-10.00am . A flyer will be in the next issue of Progress.

12th April (Sunday) 9.30am – 3.00pm - Our annual Car Show including invited car clubs with the same format as previous. A flyer will be sent with all information.

19th April – Posh Picnic To be organised.

Other Events

15th – 21st March – Vero International VCC Rally in Nelson.

22nd March – Sunday Car show at the Sculptureum Omaha Flats Rd Matakana.

Contact Pete Sinton 021637772 or Leon Salt 0274238122 if you wish to attend.

NB This is a NSVCC club run date.

12th April - Auckland VCC Autumn Tour (same date as our Car Show)

19th April 10am – 2pm Hibiscus Coast Motor Club will be using our Club facilities for a motorkana . John Castle will open and close the Club.

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

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

Note the Morris 8 will be representing our club at the National Rally in Nelson.



North Shore VCC Club Captains Report



Regular Diary

Committee Meetings: Last Monday of every month, 6.00pm. Observers always welcome.

Library: 9-12 am Tuesdays and Thursday

Tuesday Mornings: Restoration shed open. Coffee and tea at 10am.

Wednesday Evenings: Club night. Coffee, tea and banter, 7.30pm.

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

...And remember...

International Festival of Historic Motoring: Nelson 15-21 March 2026

Special thanks to Barbara & Julie for organising a very successful run last Sunday.

Russell Ness and I are working on a picnic run for next month and our preliminary reccy has been thwarted by major roadworks in a number of areas so back to the drawing board.

You will note I have recorded a date for the posh picnic in April when most of those members will be back from the national event. I have asked Chris Field to send me details of last year's event which was effectively cancelled due to the weather and we may reuse his run.

Please let me know of any suggestions for a club run or any other activity you might consider club members would enjoy. I have endeavoured to avoid travelling over the bridge or to southern parts.

Regards

John Castle



The story of Swedish inventor Birger Ljungström "outsmarting" Detroit is a mix of real engineering and viral hyperbole. While his **Free-Piston Engine** was incredibly efficient by eliminating the crankshaft and valves, it wasn't a "suppressed" miracle; the design was simply too loud, vibration-heavy, and difficult to control for 1920s passenger cars.

Without a physical crankshaft to sync the pistons, they often "over-stroked" and smashed into the cylinder heads, making the "controlled chaos" a mechanical nightmare before modern computer sensors. Detroit didn't bury the technology—it just chose

the reliability of the conventional engine over a system better suited for industrial air compressors and power plants.



Westy Wander

Help Me Rhonda, it's a Surfin' Safari so polish your Little Deuce Coupe!

Date: Sunday 22nd March

Time: 9.30-10am meet at the club for morning tea and drivers' briefing.

10.30 – departure.

Destination: Muriwai Beach for a picnic. BYO food and drinks. There are food outlets on the way in Waimauku. There is also a BBQ setup in our picnic spot so bring your chairs, table and sun umbrella/shelter etc.

Crystal Ball Gazing

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The North Shore Vintage and Classic Car Club is now well past its 50th Anniversary and overall, we are doing “Very nicely thank you”. Our membership numbers are increasing, we are getting 60+ attendees to our Thursday Smoko, our rallies and runs remain very popular and perhaps now might be the time to look forward and try and predict how things might change in the future and how we might prepare for these changes.

Our purpose (from our constitution) is the protect, enjoy and restore our vehicles. That could mean that we ignore change and protect the past. Unfortunately, life isn’t as simple as that! There are factors that will force us to make some hard choices. We have highlighted some of the possible factors below:

- **Ageing Membership:** We all get older, lose of strength, faculties, skills and eventually end up in that great parking lot in the sky. Unfortunately, it’s a reality that over the next 10 or so years we will likely lose several of our current experienced engineers, mechanics and restorers. Put simply we may not have the skills or experience to restore and maintain our club vehicles.
- **Replace it don’t repair it:** Over the past 30-40 years there has been a major change in the way that vehicles are maintained and repaired. Panel shops don’t straighten doors, guards anymore; they just order replacement panels. Similarly mechanical repairs are now more frequently component replacements than repairs. Carburettors are a thing of the past. Increasingly we will find that experienced mechanics, even those with 20- or 30-year’s experience will not have a clue on how to fix a 1960s or 70s vehicle. Put simply the skill base to restore and maintain older vehicles will dwindle.
- **The “Green Movement”:** We must recognise that the world is trying to ‘clean up’ the world. Government policies are likely to curtail and limit the use of “Gas-Guzzlers”. There will be an increasing emphasis on Public Transport. It’s possible that our vehicles could be subject to restricted usage based on kilometres travelled, reduced parking, clean vehicle towns and roads. Put simply in some way our use of older vehicles will be controlled and limited.
- **Population Growth:** Government policy of focussing housing and employment opportunities, especially around Albany and the Northern Corridor will put pressure on us to release some or all of our land for housing development. Depending on our finances, we may not be able to resist offers for our land.

Crystal Ball Gazing-continued



- **Government Action:** There's no doubt that the Government (Local and National)
- will affect both the Green Movement and Population Growth factors above, but there are other ways that Government Action, could affect us in the future. We are an Incorporated Society at present, and that offers considerable financial and administrative benefits to us. But nothing lasts forever; a change in government policy and our status as an Incorporated Society could cause us considerable concern. It could happen.....

Now we could all sit quietly and think, "That won't be my problem then", but that's not really the right approach, is it? **WARNING BLEAK ITEM COMING ..** Maybe you won't be around or care in 10 years' time, but given all the love, work (and cash) that you have put into your vehicle. Don't you think it's important that the next owner (Maybe your daughter, son or grandchild) has the help and support of the North Shore Vintage and Classic Car Club, when you aren't around anymore? Who is going to look after your Daimler, Chevrolet, Ford, Packard or MG, when you have gone? (Note Austins will be worthless shortly anyway).

Some questions for you:



Anyone know what car JFK is driving?

- Who will maintain your historic vehicle in 10 years?
- Will the club be able to restore and maintain our own historic fleet in 10 years?
- Will it be safe, or even possible to drive our vehicles in 10 years?
- What can we do now to prepare for these changes?

We need some input and ideas from our membership NOW. Please have a good think about the FIVE points above and make suggestions

around what we ought to be doing now to prepare for any or all of the threats above. Stick a note in the suggestions box or bend the ear of a

fellow member or committee member.

To (mis) quote J. F. Kennedy: **"It's not about what your club can do for you, but what YOU can do for your club"**. Help us plan now!

I told my grandfather that electric cars are the future, but he just laughed and revved his 1960s V8. He says he doesn't trust a car that sounds like a kitchen appliance, because if it doesn't leak oil and wake the neighbors, how do you even know it's still running?

Health & Safety

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Our committee is committed to keeping us all safe. As members, we rely on individual responsibility, senior members setting a good example and a lot of common sense. Improvements continue to be made based on known hazards and members' feedback. Recently, the fire extinguisher in the museum has been moved so it is more visible and accessible.

The restoration shed, woodwork and storage sheds have the most hazards, so taking care in this area is important. The member above is doing everything right - eye, ear, hand and foot protection.

Foot crush injuries are extremely painful and often mean loss of mobility, loss of driving and can take a long time to heal. We can be left with permanent, disabling pain and disfigurement. So, wearing closed shoes, ideally safety boots, will help protect our feet from crush, burn or puncture wounds. Senior members can play a role in reinforcing this sensible step.

As always, if you see anything that is unsafe or that could be a hazard, please let me know. I'm at the Club most Thursday mornings and if not, please ring/text me or tell John Castle.

Russell Ness

Assistant to the Club Captain 027 434 3127

As some of you will know, we have had roof leaks over both of our toilets and in the flat next door. Consequently, we have had a couple of roofers look at it and they both said that the iron in the valleys is in a state. So, in a few weeks time, roof in the valleys will be replaced. If you are on site when these repairs are taking place, please take care and be aware of what is going on.



Photo of the re sited extinguisher, please familiarise yourself with it's new location

Old Photos of Our Club Villa - Stuart Battersby



I was given a pack of old photos a few weeks ago. They were still in the original AGFA Film envelope from the developers. On the envelope was handwritten “Cullen”, Date 8/9”. This tells me that they were almost certainly taken by Brian (or possibly Raylene) Cullen in September one year!!

The photographs are obviously of our villa, but can anyone tell us when and where these shots were taken?



Must be election time. Ze government is building an opposition party platform.



Welcome to the UK. Will passengers swim to the rear of the plane and a boat will take you to Baggage Claim

Club Run out West Sunday 15th February

by Jim Corbett

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Convoy of to the Wild West



We met at the clubroom at 9 am. for a 9.30 am. start – a reasonable number of us with time for a chat before getting our instructions for our day out!. About a dozen cars including Ford, Daimler, Morgan, Volvo, DeSoto, Mazda and a couple of moderns.

We departed the club rooms meandering up through Paremoremo with its rural roads and amazing views the higher we went, Riverhead, Taupaki and Massey arriving at Basis Auto Restoration Supplies for tea, coffee and bikkies which were supplied by Phil, the owner.

Parked outside were a Bradford Van and a Jowett Javelin waiting to be admired!!

Phil gave us the lowdown on Basis – what they stock in parts and supplies for mainly British type cars (but now starting to get parts for American cars), rubber restoration moulding and a demonstration of rubber bush manufacture, amongst other things. Basis is now the only store in New Zealand specialising in all types of parts for classic and vintage cars. Even for we girls it is THE most amazing shop with unbelievable stock

– in fact, it's a must go to place for anything for repair, restoration and servicing supplies. Leaving Basis we headed down the back roads of Henderson Valley for lunch at the Pukeko Cafe at Kiwi Valley Farm Park. We had a private room which was relatively quiet, except for our own noise and laughter! The food selection and service was excellent – all our food was delivered to the 20 or so of us within 15 minutes! All in all, a great run which everyone seemed to enjoy. Thanks to Barb and Julie – a great day



Greenwich Gardens Retirement Village

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Vintage Car Show

With limited parking 11 cars were supplied by NSVCC to attend this event. First 11 cars had their names up to book their attendance.

The residents came and looked at the cars and shared their memories with each other and us. Even one of the other Metlife Villages brought a van load of residents along to view.

We were supplied Coffee for Mt but some took part in fresh fruit icecreams from the vendor that you could not miss. Lunch was supplied from their cafe which is open every day all day and the public are welcome. Blackboard menu or cabinet food available.

After lunch some of us did a guided tour of the facilities where we were able to ask questions whether we should move in or not. Very Successful day and weather co-operated



Anita Miller [Gerald's wife] bumps into an old friend from our farming time in Taumarunui in the 70's How bizarre !!



Russel cleaning up the mess we made during Lunch, could have been a H & S issue



Jim Corbett's truck hogging the attention



and again

Greenwich Gardens Retirement Village

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Vintage Car Show-continued



Resident comparing their Walker to John Castle's Sunbeam Rapier



Main Street Greenwich Gardens



Plenty of curiosity by all Staff and Residents



Julie Last to Arrive/Gavin at Rest against a pole



Lady thought she was driving the Dodge

Clive's Metal work



First shot shows the whole piece.



Artisan work in shrinking and stretching the edges to perfection

BSA

Clive has wheeled out the two rear corners for skinning the bodywork in aluminum
Neil has been assembling the diff.

After considerable drama the new head gaskets turned up so the engine can be finally assembled

Next step will be preparing the aluminum sheets to skin the sides

1948 Bedford Tow Truck:

I'm afraid the news on this project is not very good. You will recall that there are two factors influencing whether we get the truck legally registered to drive on the road.

The first **factor** turns around whether the truck is a Heavy Vehicle (**C.o.F.**) or a Light Vehicle (**W.o.F.**). This classification is based upon the Gross Laden Weight (now called Gross Vehicle Mass or GVM). This figure has practically nothing to do with what the vehicle weighs, it's a statement of the combined maximum overall weight (Truck and Load). Our Bedford has a factory stated GVM of 5,500Kg. That is 2,000Kg above the maximum GVM for a light vehicle.

The **second** factor (related to the first) is the much higher standard of certification required for a C.o.F. vehicle than a W.o.F. certification. To meet the C.o.F. certification standards we will need to replace both chassis rails on the truck. This is because there is rust pitting at the front of the rails and an inadequate repair at the center of the rails

NSVCC Club Vehicle Updates

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President George and Registrar Neil are making some progress with NZTA to persuade them that it could be possible to downgrade an Historic 'Heavy' commercial



John Ellis leads to team in sorting the Willys body levelling.

vehicle as long as it is not deployed as "Working Vehicle" rather just as an historic display vehicle in parades and rallies. The whole business, in my view, a "bugger's muddle". NZTA are tasked with ensuring that vehicles are tested and safe to run on public roads. I suspect that they want to help us but are struggling find a way that doesn't compromise their mission to ensure that vehicles are safe. All current discussions with NZTA are based around the possible down grade of currently Certified Heavy vehicles. Our Truck is currently not certified at any level so it's looking like we must go for a Heavy Certification before we can even talk about a downgrade to a Light. This project is effectively stalled and on the "Too Hard and Too Expensive" pile.

1926 Willys:

Progress has been slower than we would like in some areas, notably body and panel fitment. Other areas (engine inspections, upholstery and chassis repairs) are complete. We have had immense problems with

the wooden body. For example, especially on the right hand door of the vehicle. The door was square, but the aperture was not!

Using a combination of wooden wedges, hinge re-alignment and innovation we now have the body bolted on the chassis (which has passed repair certification) and the doors aligned and fitted. We are now moving forward to panel fit the bonnet, guards and valances, which, *fingers crossed* will not give us as many headaches.

Our upholstery team (Jim Woonton and Jim Hefkey) have made a wonderful job on the seats.

We have cleared up some adverse paint reactions and rust issues on some of the horizontal panels and bonnet. Those areas have now been flatted and primed. As mentioned above the next job is fitting and aligning the rest of panels. Once that is done all panels come off again and we move towards final paint.

Club Chevy & Morrie 8

Continues to wait in the shed for Club members to use. So far only one member has used it since December.

Easy to drive and nicely polished representing the club as much as the Morrie 8 which is off to Nelson for the VCC National Vero Rally.



Ellerslie Classic Car Show 2026 Model A Club

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NSVCC Thursday Morning Photos

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Clearing out for better shelving



Gavin finally transferred to NSVCC very Welcome.



Sandy enjoys his new job

NSVCC Thursday Mornings Photos

continued

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Max and Trevor overseeing loading trailer



John our crafty wood man



Clive on the BSA



JIM and BRUCE a tap with a hammer



Lyall preparing for paint



John Higham and Neil Fraser

NSVCC Thursday Morning Photos

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John checking Neil's work on the BSA diff



Gavin brings in Arnold's 1942 Harley to sell



Kevin's Jowett Javelin Jupiter



Gerald mowing the lawns



Terry's 55 Bel Air



Jim tidies up the hood

NSVCC Thursday Morning's Photos continued

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Neville polishing



Gavin's spark tester



Jocelyn's Model A



The boys send an old diff to scrap

continued



A picture taken in the parts shed of Gavin Welch who has finally transferred to our North Shore Branch. He did not want to make a fuss about this, but we did.



The wheels on the bus go round and round!!! Clearly it takes 3 boys to put the wheel on the bus!!!



Gavin's Model T

Gavin driving his Model T

NSVCC Thursday Morning's Photos continued

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Photographing bum end



John and Jim level the body



Kemps visiting from Te Kauwhata



As Glossy as the Chev



Future redo projects awaiting TLC



Tears of Jupita (Great Song by Train)

NSVCC Thursday Morning's Photos continued

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Couple of Nice Spares @ the Spares Shed



Colour Matched Chev and Clubhouse



**Julie's Simply Fabulous ,28
Chrysler basking in
Sun...Shortly off to the Vero
Run in Nelson**



**Wonderfully varied Day in the
Shed – Model T been prepped for
it's Film Debut.The '55 Chevy Bel
Air Convertible which has had
some Hood Repairs sits along the
Club's '38 Chevy**



**Not Really Obvious
whether the Carbide Lights
are on or not**



**Big Discussion on how to Keep
Brass Shiny on Model T**

continued



The Signs are that Carolyn Davidson's usual impeccable parking has gone awry



Full Noise-Grinding AND Cutting under way side by side

Editor's Note-

Thankyou to all that have contributed to this edition, either by supplying photos or items. There are many of you involved and I could list names but you know who you are, so Thank you.

If supplying photos, please try to get just the subject you are taking as if to much background I have to shrink it to fit in magazine and therefore the subject becomes a bit shrunken.

Also send highest resolution you can so photos are clearer. Some in this edition are not the best but in the case of one lot a person sent them to me but I manage to loose the originals and when I went back to them, they no longer could find them.

I have been asked to run an article in the Magazine on the pros and cons of the older octane fuel and the more modern in our classic and veteran/vintage vehicles. If you have any thoughts please let me know as nicer to have hands on experience from members of the club than what I get from Internet. Especially if you are experiencing any problems with them.

All communications can be by text, email, written or verbal. If verbal just make sure I have a pen and paper as otherwise I will for get. Also if anyone knows the history of a Black number plate with the numbers in white 28250 please contact Barbara in Club museum or myself. – Wade Alexander



The Overland is doing a Chitti Chitty Bang Bang impersonation

The Hibiscus Rodders Festival.

by Richard Bampton

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You may not like Hot Rods or Street Rods or Rat Rods. I am not particularly keen on them, but I do admire (in most cases) the skilled engineering, inventive paintwork and careful presentation that goes into them. The Rodders festival, held annually in Orewa at the end of January, tends to fly under the radar but it is well worth attending. And the money it raises for The Westpac helicopter puts our Daffodil fundraising to shame. Perhaps next year one of our Hot Rod owning members can alert the whole branch to the displays.



This Chev Bel Air is for Terry C



This Ford Model A ute is for all my lovely Madel A friends



This Ford Anglia 'side-valve' is especially for Stuart



And, of course, my favourite were these last 2 pictures – but only a V6.



The Hibiscus Rodders Festival continued

by Richard Bampton

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A Hot Rodder is someone who sees a perfectly functional vintage car and decides it's far too safe and quiet. They'll spend six months squeezing a massive V8 into a frame held together by hope and chrome. The goal is a machine that's 10% transportation, 90% "don't touch the paint," and 100% hearing loss. They don't want a smooth ride; they want a car that tries to escape the chassis every time they hit the gas. In the end, they don't just drive to the grocery store—they stage a localized earthquake in the parking lot.

The Journey of a Restoration and Some Advice on Chrome Plating

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Ever since I was 16 and owned a car I've been involved in motor vehicle restoration. I've always had a classic car or two. Predominantly Jaguars and Rovers, but also VW beetles, Minis, and old motorbikes. My older brother had owned a 1952 MG TD for 50 years, and shortly before he passed, I bought it. He had kept it in pretty good condition all those years, but it was in need of improvement. I'm no specialist in anything but I'll give it a go, from mechanical to panel and paint. I have proven many times that a little bit of knowledge can indeed be a risky thing. So this is where my MG story started and I am completely grateful to the people I met on that journey who helped me. As you get older it is easy to become cynical about the direction of the world and human kindness, but embark on a journey like this and you will find nothing but positivity, helpfulness and gentlemen (and women) everywhere you look.

I started with the gearbox as the most desperate need for attention, but as these jobs always go, one thing led to another, to another, and so on..... By word of mouth I chanced on a fully reconditioned gearbox bought off eBay UK 25 years ago but then not required as there was actually very little wrong with the original gearbox, so it simply sat on a garage floor all those years. Replacing the gearbox led to a total overhaul of the braking system (Wairau Brakes are superb with old stuff), everything that involved rubber needed replacing (Phil at Basis Rubber is a legend), wooden framing across the shuttle had to be replaced, rust removed where the windscreen attaches to the shuttle, a replacement ignition switch, which led to rewiring parts of the car, and on the list went, which is typical for how these jobs go. And so does the time! In all it took 8 months off and on. Paul Walbran MG and the ever- helpful parts expert, Jess, were invaluable (and patient/determined!) for whatever I asked. Whatever advice I needed I was always able to find someone through someone who knew someone, and the advice was always willingly shared. There are actually a lot of very smart, knowledgeable people out there!

Now this brings me to re-chroming. I needed quite a few parts to be re-chromed. In the past I have dealt with re-chroming shops in Mt Roskill, Otahuhu, New Lynn and Whangarei. But they are now all GONE. Closed shop and disappeared. So, I started phoning every possible lead on the internet. By chance I struck a firm on the North Shore (who couldn't help me as they now solely do powder coating), but they were able to give me advice. "The best chrome plating firm left in NZ is Whanganui Electroplating – don't go anywhere else!". I phoned Dave at Whanganui Electroplating and he gave me an over the phone price for a hubcap at \$90 (including GST) and a bumper over rider at the same price, which I thought to be reasonable. I quickly packaged my pieces and went to NZ Post. "Oversize" they said and referred me to Fliway who quoted me a price far greater than if I drove it myself to Whanganui. In desperation I abandoned sending it to Whanganui and took my pieces instead to Bumper Replacements in Onehunga. Fortunately, I asked for a formal quote. It made my eyes water! A hubcap \$414 (including GST), an over rider \$437!

The Journey of a Restoration and Some Advice on Chrome Plating

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I phoned Dave back in Whanganui and he put me onto Aramex Couriers.

Job done! At the prices quoted, and what a professional finish. Thank you Dave!

So good luck to anyone out there with their project. It's a journey, but it's mostly fun, and you meet some amazing people!

Errol Allbon



The 1936 Bugatti Type 57 Atalante Sunroof Coupé is a masterpiece of Art Deco design, representing the pinnacle of Jean Bugatti's "sculpture in motion" philosophy. While the more famous Atlantic featured a bolted dorsal seam, the Atalante utilized a fluid, integrated body with iconic kidney-shaped side windows and a lowered "surbaissé" chassis for a sleek, aggressive stance. What truly sets the sunroof version apart is its rare factory roll-back roof, an ultra-luxury feature that offered an open-air experience without sacrificing the coupe's structural rigidity. Only ten factory sunroof Atalantes were ever produced between 1935 and 1936, and today only four are known to survive in their original configuration.

Underneath the elegant aluminum skin, the Type 57 was a powerhouse of its era, driven by a 3.3L twin-cam straight-eight engine producing 135 hp. It could cruise at speeds over 150 km/h, making it a favorite for high-speed continental touring. Today, these rare survivors are among the most coveted prizes at elite auctions, often commanding prices well into the millions.

New Home required Morris Minor Split Screen

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Car is FREE, parts are for sale.

Owner has a lot of new parts which he will sell.

Location: Barrys Point Rd, Takapuna

Deregistered and has front and rear windscreens and front seats removed and has some rust (from a quick look) mainly below the door hinges and surface rust on the floor. has had a recent repaint and new wheels and chrome trim installed. Original owner kept meticulous records and he has all the old registration papers. Engine and gearbox were fine but hasn't been run lately.

If interested it might be good to be quick as he needs it gone soon and mentioned he was about to call the scrapyard.

Contact Alex on 021 478 032



Contacts



Club Address: 40 Masons Rd, Albany, 0632

Phone: 09-4792779: **email:** northshorevcc@gmail.com

Website: www.northshorevcc.com

Club Nights: Every Wednesday from 7.30pm.

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

Committee Meetings: Last Monday of the month, 6.00pm.

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

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

Club Committee

Chairman: John Higham: 09-478-7973

Vice-Chairman: Terry Flude: 021 958 678

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

Treasurer: Tony Sparkes : 09-473-5872 or 027-499-5588

Club Captain: John Castle: 09 479 4135 or 021 957 032

Club Delegate: Richard Bampton 09 947 3042

GENERAL COMMITTEE Members:

Stuart Battersby: 022 471 2759

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120 or 09 420 4094

Julie Croft : 021 126 7818

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OTHER CLUB OFFICERS (Non Committee)

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

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New Members

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

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