



North Shore
Vintage Car Club

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Progress:

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



Welcome all to yet another edition of you Progress magazine. The AGM minutes in this edition has pushed space and so my apologies for not including all your articles. They haven't been forgotten.

The past month has been very busy, with the AGM and finalising the next steps following on from or planning exercises. We've had a wonderful response to the results and our appeal for volunteers to help define the details for our next steps. Project teams are in place for all five of our development programmes; Workshops and Sheds, Clubhouse, Membership, Grounds and Community. Hopefully we will have some feedback within the next month or so. There's a very positive 'buzz' about the club at present. I like it!

Our "Focus on the Marque" this month (Triumph) is a bit of a nostalgia trip for me as I managed to find a few old photographs of our Spitfire and they brought back some wonderful memories of trips around the UK and Europe.

Finally I we have booked our accommodation in New Plymouth for the International Festival of Historic Motoring. There seems to be plenty of motel space available at the moment, but rooms are being booked fast! **Stuart: email: battersby56nz@gmail.com**

In this edition:

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- * **About Us:** Who's who and where's where.

Cover girls this week is "Tunny" (TUN442J) . This was our 1971 Triumph Spitfire Mk 4 which introduces our "Focus on the Marque".



Chairman's Report: Tony Sparkes

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First of all, I would like to thank the membership for the privilege of continuing as Chairman of the North Shore Branch of the VCCNZ. I am looking forward to another productive year.

A couple of weeks ago we had a great turn out for our AGM. And what a great meeting it was. I have never been to any club meeting where so many members volunteered to take something on. There were about six putting their hands up to organize a club run or event. Then we had about a dozen volunteer to go on the working groups for the projects identified by the survey. A superb response.

We now have a shelter for the blue tractor, it will stop the sun fading the paint! The museum area of the new shed is now defined and Chris Field has taken on the role of Curator. So, help him out if he asks for some muscle to move exhibits from the storage shed.

As I mentioned at the AGM, keep QR scanning or signing in and look after yourselves.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman: NSVCC



VOLUNTEERS:

L—R Paul Brinsden, Jim Drummond and Tony Sparkes building the tractor shade.

Club Captain's Report

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Hello members, I was the chap who put his hand up to fill the great void left when Paul Collins needed to have some time off 'for good behaviour'. Now I suppose some of you might like to know a bit about your new Club Captain and what he might do to benefit your branch. I've been a VCC member for many years and due to moving homes have created many friendships with members of Warkworth/Wellsford and Northland, before moving to Albany and joining North Shore over a year ago. I was a member of the English VSCC from the '60's before starting the second half of my life in NZ in the early '80's.

I've been involved in quite a few societies with connections to 'old' things; from being a roundhead cavalry re-enactor in 17C English battles, to flying WW2 and vintage aircraft and also being on the society committees. These included a spell as vice president and then president of the North Shore Aero Club. My interest in 'old cars' started in my early 20's with a 1921 Deemster, then a 1933 Leyland fire engine, MG 'Y' type sports saloon, and finally a 1930 MG 18/80 Mk2; then I got married and life as I knew it changed forever!!



Our new Club Captain: Chris Fields

As our lady members know, when a chap gets married he has to change his priorities, or so his wife tells him. Anyway, after many years of marriage my dear wife realised that a chap has needs beyond the bounds of marital domesticity and the present 'old car' collection began. Had I been French or Italian, a mistress would have been an absolute necessity, but being British an MG or Jag would suffice, or if one is desperate, even an Austin! Bucking the trend I went for Daimler and Rolls Royce, after all, as Sir Winston Churchill said, "I am easily satisfied by the very best".

I'd like to try and get our ladies more involved, not necessarily in actually 'doing things' that blokes usually do, unless they wish to do so, but at least in coming along and being part of our events, so I hope to create some events that will be more inclusive, rather than navigation tests that create divorces! In the past the role of Club Captain was the most time consuming and stressful of all the club officers; it's a position very few members wanted and certainly one I always avoided. But now (hopefully) things are different; no longer does the Club Captain (CP) have to organise every event, as we have a list of volunteers who will organise and run one event each, with the CP co-ordinating.

We already have some very interesting events booked, such as the Spring Tour which Paul Collins will continue to organise, our famous Posh picnic, a new style Northern Raid and others such as a tri-branch gymnack on the drawing board. Other styles of event will also feature in our activities, as we continue to liaise with our neighbouring branches, so expect a more varied menu, including speed, sophistication and gastronomy (i.e. more fish & chips). If any of you have the desire to organise a club run of any type, or just wants to 'do his/her bit' then please let me know. I would particularly like to hear an event proposal from a lady member, so please give it some thought ladies and let me know.

So onto our first club run as Club Captain. "Was it a Ghost, or was it a Phantom?" I must admit to being at a loss to remember. Maybe one of our thirty or so members who turned out for the monthly club run can advise? Nineteen cars took part; eleven club qualifying, including a vintage!! Well done Trevor Larsen! Richard Bampton did the work and produced a most delightful sheet of directions, in colour, based loosely on Tulip arrows with little pictures of stop signs, recommended max speed on each bend, traffic lights, speed limits and even a 'Z' petrol station. No straight line nonsense for this man then! It was a fine morning, so with the top down off we went, tip-towing through the wooded dells of Auckland's wealthiest rural enclave, where even the post boxes have higher CV's than Invercargill mansions.

Arriving at the first collection we parked our modest P80V out front, whilst everyone else 'hid' theirs up the road; good move for them, not us. To say that the comparison between the cars in the collection and ours was like chalk and cheese, was an understatement. The collection was of the most immaculate cars I have ever seen; Alan, the owner, told us that most were purchased from auctions in the USA. All the superb restorations had been done there and as anyone who watches TV shows about US classic car auctions will know, no where does it better, or seemingly, for better value. So what were the cars; well, there were 2 or 3 American ones, a Ford I think, oh, and a 1929 Packard. Having got the 'tat' out of the way, our host took us to the real collection, yes a hall of enlightenment offering some of the finest automotive engineering..... in the world.



Club members arrive in Coatesville



The impressive Packard

Richard Bampton was the first on the scene, rushing forward and placing his prayer mat before the holy of car holies; yes an Austin, but not just any old Austin, an Austin Healy 3000 Mk2 no less.

Even though our eyes were almost blinded by the reflections from the shining cars, other equally meritorious marques came into view; an Allard, a Jaguar SS100, an 'E' type, and many, many more, all equally immaculate and highly desirable. Oh yes, and the wife's new Rolls was parked in there too.

Then off we go to the next collection, a shed raid on club member Phil

Smith. Now here's where the best laid plans and directions can go wrong. If Richard had instructed the route marking car driver to place direction arrows at each side of the entrance, then drive over one and park on top of the other, his instructions would have been carried out to the letter. However

Still, we all got there, had a jolly good look around Phil's motors, sheltered from the rain, were entertained by Coxie doing a 37 point turn and then went home in time for the Sunday roast, so, thank you Richard, Phil and Alan for a really good club run.

It's the torque that matters, not the talk. **Chris Field**



The business end of the Austin Healy. Glorious vehicle, incidentally named after a rather mouthy English rugby half-back. (or was that the other way around?)



Phil Smith's 1977 Chrysler Charger. Looking aggressive as the rain started to fall.



Phil's 1948 Buick Roadmaster. Beast of a car!

Restoration Projects Update

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The Bus: Clive Sandham: Rear bumper painted and ready for mounting. Electrical work progressing well.

Bedford Truck: Peter Lloyd: Good progress on cab of truck , front bumper painted and fitted and grill also painted and fitted. Stuart has become a proficient painter, keep it up. Also chrome strip down front of grill has been sent to Gisborne for repair and plating.

Wolseley: Paul Collins: Terry Flude and Gordon McGhie are working hard on the Wolseley and making great progress. The engine has now been re-installed and the next step is to repair/replace the exhaust system

BSA Van: Clive Sandham: Chassis was prepared for repairs needed then club member Peter Sharp kindly offered to media-blast it. Bruce and Neil took it to him Tuesday and Thursday picked it up all clean. Clive sprayed it with Brunox and now we have a well prepared chassis. The front member had rusted out and the other side has broken and been welded not straight. Fortunately Clive's discarded Singer chassis had the same size sides members that can be spliced in.

General News: Plans to relocate the woodworking tools and team to the new shed are progressing well. John Ellis has built what is best described a "Brick-Toilet-Block" of a woodworking bench. The space vacated will allow Bruce Pitcher and his workshop management team to plan their reorganisation.



BSA Chassis stripped and rust-proofed. Front members needing repair are shown in the shots below



June Club Run. Tip-toe with the tulips

A report by your editor

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A few weeks ago Richard Bampton, sidled up to me in the restoration shed. Oh crikey, I thought, not another bad joke about Fords? It wasn't. Instead he whispered, "I'm organising the next club run and you must come along." "Will there be navigation?", I asked. "A little", he replied but don't worry I will be your navigator. "Mmm" I thought, "this might be fun". So I agreed and even volunteered when Richard suggested that we'd need someone to write up the day. In fact originally we both thought that Jim Drummond would be the perfect correspondent, but then reconsidered since not many of our members would understand Jim's unique rendering of ancient Anglo Saxon. *(No offence Jim! "Pommie Bar*****" he replies!)*.

The day arrived and thankfully we had a few hours of rain free respite in the middle of a very wet weekend. We had a nice collection of vehicles for the run with a few members doubling up in order to cope with Richard's meticulously prepared "Tulip Directions". Interestingly, although some folks had never seen Tulips before, nobody got lost on the way.

Our first visit was to a private display of vehicles at the Coatesville Gentlemen's Club. More "Shock and Awe" as we walked into the first building and were introduced to a display of the most immaculate Rods and Vintage vehicles. All vehicles were taxed and warranted and finished to the very highest standard.



"Shock and Awe" from some as Richard introduces the Tulips.



First stage completed. I liked the very clever message on the hoodie worn by Gordon McGhie's young grandson



June Club Run. Tip-toe with the tulips: Cont.

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Whilst we were all very impressed with the first “Vehicle House” with its immaculate ‘Rods, I think it fair to say that the second “House” was truly jaw-dropping. Now there were a few apparently very impressive US vehicles in the right side of the shed but a quick glance to the left towards the row of Jaguars was enough for me. I headed straight across the the most glorious collection of British sports cars. An SS100, XK120. Series-1 E-Type, F-Type. The main course of Jaguars was accompanied by superb side-dishes that included a Daimler SP250, an Austin Healey 3000, an MG-TC, and a Triumph TR5. Wonderful!

After leaving the collection we moved onwards to club member, Phil Smith’s place to see his



Jaguar Row Four big cats and a Daimler SP250.



small but immaculate collection of American Steel. I imagine that many would swoon over Phil’s 1927 Buick Tourer, but oddly (perhaps) I was more impressed by the big black 1948 Buick Trafficmaster. (Shown in Chris Field’s report). ‘Grty’ is an impressive 1939 Chevrolet Master. Finally Phil’s 1938 Standard completed the line-up. Thanks to Richard Bampton and Phil Smith for all their efforts!



Top right: ‘39 Chevrolet Master

Right: 1927 Buick Tourer

Left: 1938 Standard



**48th Annual General Meeting of the
North Shore Branch of the Vintage Car Club of
New Zealand (Inc)** *(Reformatted for Progress Magazine)*

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16 June 2021

Chairman: Tony Sparkes

Opened: 8.00 pm

Present: 46 Members and guests as per attached list

Apologies: Murray Wells, Ray Urbahn, Denis and Sheryl Martin, Jim Russell
Moved that apologies be accepted.
K. Lord/R. Lloyd
CARRIED

Minutes of 2020 meeting: The minutes of the previous AGM were distributed prior to the commencement of the meeting and they had also been previously emailed to the committee members.

Matters Arising:

Sandblaster – Nelson Eliot talked about a sandblaster mentioned by Clive Sandham at the last AGM. Currently using N. Beckenham's sandblaster. C. Sandham said it would be a useful investment. Tony Sparkes said it needs to be discussed at the first meeting.

Welfare Officer – Tony Sparkes asked several people about the position of Welfare Office and the answer was 'No'. Would be good to have to have an official welfare officer. B. Cullen suggested very important to have a person appointed as many getting older – if someone gets sick and can't get around it would be good to have someone to assist. B. Cullen said he was keen to help. The Chairman asked the meeting to have a think about it.

Moved that the minutes be accepted as an accurate record of the previous meeting.

Tony Sparkes/Ross Moon *CARRIED*

Correspondence: Nil

Chairman's Report: Report was read by Tony Sparkes who moved that it be approved.

A vote of thanks was given by Brian Cullen in relation to the work done by the committee.

Clive Sandham proposed a moments silence for the members of the Branch who have passed since the last AGM. A minutes silence was observed. Tony Sparkes/Peter Lloyd: *CARRIED*

Treasurer's Report: The Financial Report was read to the meeting by Ross Moon. Richard Bampton questioned the values of the various project vehicles and was answered by Michael Dorbeck who stated it was a 2017 document used as a basis for forming the current asset register. The 2017 document was not part of the 2021 Financial Report. *It was moved that the financial statement be accepted.* R. Moon/Mike Garner: *CARRIED*

Delegate's Report: Delegates Report was presented by Stuart Battersby and approved. The club is going to change its national badge, something more modern, upbeat. The new badge currently says VCC not Vintage Car Club. Stuart Battersby/Paul Collins *CARRIED*

Club Captain's Report: Report was read by Paul Collins and moved that it be approved. *Paul Collins/Richard Lloyd. CARRIED.* Paul's efforts as Club Captain was formally thanked by the Chairman. Paul is standing down from the committee.

Editor's Report: Stuart Battersby read the Editorial Report and moved that it be approved. S. Battersby/R. Bampton. *CARRIED*

R. Moon offered a vote of thanks for the effort Stuart puts in the preparation of the magazine.

Presentation of Awards:	Veteran Trophy	Ross Moon
	Vintage Trophy	John Castle
	Post Vintage	Alwyn and Dianne Stevens
	Post War Trophy	Mike Swanton
	Post 60s Trophy	Richard & Mary Lloyd
	Post 80 Trophy	Chris Field
	Husband and Wife Team	Neil & Jane Beckenham
	Ralliest Shield	Jim Drummond
	Club Captains Cup	Brian Bissett
	Posh Picnic	Arnold & Marieke Van Zon
	Most Enthusiastic Member	Trevor Larsen
	Plotters Trophy	Paul Collins/Chris Field
	Ladies Trophy	-
	Restoration of the Year	Jim Woonton
	Ajax Trophy	-
	North Shore Triple Combined	-
	NSVCC Points Trophy	Bruce Pitcher
	Gymkhana Trophy	Denis & Sheryl Martin
	Northern Raid Trophy	Alan & Shaaron Price
Presentation of Awards:	35 Years Membership	Gaylene Cullen
	25 Years Membership	Clive Sandham & Bruce Skinner

Election of Officers: All other members of the committee were elected unopposed.

Chairman	Tony Sparkes
Past Chairman	-
Vice Chairman	
Secretary	Maurice Whitham
Delegate	Stuart Battersby
Treasurer	Ross Moon
Club Captain	-
Assistant Club Captain	-
Editor	Stuart Battersby
Committee	Arnold Van Zon Richard Lloyd Mike Swanton Chris Field (<i>Later appointed Club Captain</i>) Barry Thompson Peter Lloyd John Higham

Peter Lloyd said that as no Club Captain had been appointed that various club members could plot one run each and that would overcome the problem. Paul Collins indicated that he was prepared to assist if need be. A number of members volunteered for the first six months. Tony Sparkes indicated that Chris Field may assist to co-ordinate monthly runs. Secretary indicated that at least one more member should volunteer for the committee as four (Kevin Lord, Paul Collins, Neil Beckenham & Ray Jackson) all stood down. It was suggested that John Higham may agree to stand for committee.

John Higham stated he was concerned that some considered that the Committee membership should only be for a certain number of years – that the committee has been considered to be a closed shop, and should contain new members. He stated that is the reason he did not seek nomination to give others the opportunity to stand for committee. He stated that he was however prepared to be on the committee. Seconded: Terry Costello
CARRIED.

It was moved that the election of the committee members be approved. CARRIED

General Business:

VIC Assessors: Suggested by the Secretary that the VIC Assessors Warwick Orr and Neil Beckenham report to the committee as required and be provided speaking rights, to deal with difficult VIC applications. VIC applications to be submitted at earliest opportunity to avoid disappointment as the 2022 International Rally draws closer.

AGM Timings: It was suggested by the Secretary following an email from Denis and Sheryl Martin that we should start at the AGM at 7.30p.m. One suggestion was that we have it on a Sunday afternoon however Terry Costello suggested that the traffic would be an issue on the weekend. Preferred earlier start. Agreed AGM in 2022 would commence at 7.30 p.m.

Ground Maintenance: Tony Sparkes: Ray Urbahn spends time on the weekend and times when we are not here. Need a volunteer to spray the car parks as required or we pay a contractor to do the work? Ross Moon volunteered.

Planning: Informal talk about the survey results was discussed by Stuart Battersby. He ran through the NSVCC Membership results as distributed to the members prior to the meeting. Talked about the 'Priority Topics' on page 2. Suggested the establishment of Project Teams/Working Groups to undertake the works, not necessarily only committee members. Need to look at the projects, cost them and work out what is required. Looking to people to help build a plan in each of these areas. Now open for discussion: Stuart went through the Priority Topics one by one:

Workshop Team – Clive Sandham, Bruce Pitcher, Barry Dew, Richard Bampton & Jim Drummond: The question of whether member's cars can be worked on privately, people who have an issue with their cars. A wealth of knowledge exists within the club. Mike Garner said Sundays was set aside in the past but no one turned up - Tuesday would be better –Thursdays is primarily for Club vehicles. If vehicle not operational can it be left here? Who co-ordinates the ramps – Tony Sparkes says that why there is a booking sheet. Should be club members, not other club members. Tony Sparkes indicated that this matter was discussed at the last committee meeting and steps are being taken to address the issue.

Clubhouse – Frank Cleary, Mike Garner, Bruce Skinner, Michael Dorbeck & Trevor Larsen

Membership – Bill Rainer addressed from his experience in Aged Care, Heritage Sector and MOTAT, that the problems facing the club are not uncommon. Keen to be involved with the membership. Catherine Macken, Edward Tagg, Richard Ellis, Stuart Battersby & Bill Rainer

Grounds – Frank Cleary, Mike Garner Arnold Van Zon, Maurice Whitham

Community Relations – Mike Swanton, Chris Field, David Wilson

Proposed Budgets: The proposed Budget Spreadsheets were distributed to the meeting. The issues of Japanese parts was discussed. Arnold Van Zon spoke stating that we need to look 30 years into the future. The current wreckers are not keeping the older Japanese parts, maybe only up to 10 years old. P. Lloyd referred to this aspect. Newer members will come in with Japanese cars – A. Van Zon suggested a need to hold parts in a container, proposed to purchase a second container. The future budget figures were run through by Tony Sparkes supported by Stuart Battersby.

Storage Shed Management : Kevin Lord asked about remaining as manager – agreed

Meeting Closed: 9.29 pm

Robbie Torrington: Local legend retires

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May 2021 saw Robbie retiring from his panel beating career at Silverdale Panel beaters.

Robbie was brought up in Dairy Flat and has told me some great stories of life here as a kid. He worked alongside Alf Gracie and developed a successful panel beating business on Kahikatea Flats Road.

Latterly, in 2010, he commenced the restoration of “Valerie” my Vauxhall 25. He took on Nick Smith as an apprentice and since then has tackled several more of my Vauxhall restorations. Even today he is working on another Vauxhall 25 of mine even though he is “on holiday”.

He and Nick have done some very careful and thorough restoration work for me and I am sorry to see Robbie retire. I know Nick will carry on the panel beating business very ably, and indeed he is doing so on my next project.

Robbie is moving down to Blenheim and is currently living out of his motorhome as he shifts a lifetime of possessions south. Before he departed I took some photos of his immaculate Chevy recovery truck that members will have seen. It is just a masterpiece.

Here’s wishing you Robbie a very satisfying and well deserved retirement.

Mike Swanton

Robbie meticulously setting door gaps on Valerie, Mike’s 1938 Vauxhall



Robbie and Nick



Amazing Chevrolet tow truck



Upcoming Events:

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Already Chris Field's influence is beginning to take effect. 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.

July

July 14: Wednesday! Film Night! A classic motoring movie.

July 18: Video killed the radio stars: Something different with a visit to a unique collection of vintage radios and amazing early electrical devices. Followed by lunch at Kings Plant Barn, Silverdale. Please contact Paul Collins on 027 2922204 to confirm your place.

July 25: Caffeine and Classics: Smales Farm. We will need a couple of volunteers at this to help hand-out flyers for the Tri-Branch Daffodil Run next month.

August

August 29: Daffodil Day: Joint run with Waitemata and Warkworth branches. Starting from Caffeine and Classics at Smales Farm there will be a very simple run to Matakana where there is a large reserved carpark for us and ample time for lunch and shopping.

September

September 9-11: North Island Captain's Tour: Kaaren Smylie email nicc@vcc.org.nz

September 17-20: Spring Tour: Up North to the Cape.

September 26: Caffeine and Classics: Smales Farm

Longer Term

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

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

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.

Another blast from the past:

Can you name any of this bunch? Pan-Pacific 1992

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Answers shown at the bottom of page 17



*How many members does it take to refit
the engine in an English car?*

From the parts shed: A new feature section with regular news of spares and happenings from the team.

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We have a constant supply of new, interesting and sometimes VERY rare spares in our shed. Each month we intend to feature something different in the hope that you'll pop in on a Thursday morning for a chat and a nosey around.

We recently took delivery of some wonderful light fittings

- Lucas 7" headlights. Circa 1930. Flat and domed glass.
- Lucas 7" headlights. Circa 1930 / 1940 dome glass.
- Assorted rims and lenses for FE & EK Holden.

You may also be interested in a nice, original "Jaguar" name badge: circa 1950's.

Need a light on your bike or perhaps an original 'conversation piece'? How about an Acetylene cycle lamp in very good condition. Circa 1912. Very collectable.

This next item is up there with 'Hen's Teeth and 'Unicorn Poo' in terms of rarity. How about a 3" clockwork dash clock. Age and make unknown. See photo attached.

We obviously would prefer our spares to go towards restoration projects, however for some of our bigger slower moving items, think about embellishing your man-cave, or perhaps a themed restaurant by fixing a vintage car door, front grill or perhaps a couple of wire wheels onto the wall of your place. Decorative antiques are certainly 'HOT' at present.

Finally, do not forget to check out our "Freebee bin" just inside the door. It is there for the taking. Why not pop in on Thursday and have a chat to the team?

David.

*Dash Clock
A fine addition to any car.*



JULY CLUB RUN: Sunday 18th

Meet at the Club Rooms at 10 am please.

- *We are heading on a short run to see an Antique Radio collection*
 - *With lots of other interesting items to look at as well*
 - *Afterwards we head to a local Café in Silverdale for Lunch*

•
An indication of numbers please to Paul Collins 027 2922204



*Left: Ray Urban in his
"Gardening Best"*



*Top Right: The Bedford
on arrival. Neville
checking the
paintwork.*



*Bottom Left: Big, Black
and Powerful. Phil*

Pan-Pacific Photo Line-up Names:

Left to Right Back row: Kevin Lord, Grant Henderson, Bob Ballantyne, Dalton Dean, Alan Morgan

Left To right Front row: Brian Cullen, Brendon Cullen, Murrae Henderson, Malcolm Dean, Ron Misa

I must admit that I was planning to focus this month on Buick. The advertising for January's Historic Festival of Motoring in New Plymouth included a super photo of Brian Cullen's 1952 Buick and so I thought, "Let's do Buick". ...But I had a nagging doubt; and yes sure enough I had covered Buick way back in 2019. So Triumph it is, inspired by our 1972 Mark 4 Spitfire as shown on the front cover.

Overview: The Triumph Motor Company was a British car and motor manufacturing company in the 19th and 20th centuries. The marque had its origins in 1885 when Siegfried Bettmann of Nuremberg formed S. Bettmann & Co. and started importing bicycles from Europe and selling them under his own trade name in London. The trade name became "Triumph". In 1887 Bettmann was joined by a partner, Moritz Schulte, also from Germany. In 1889, the businessmen started producing their own bicycles in Coventry, England. Triumph manufactured its first car in 1923. The company was acquired by Leyland Motors in 1960, ultimately becoming part of the giant conglomerate British Leyland in 1968, where the Triumph brand was absorbed into BL's *Specialist Division* alongside former Leyland stablemates Rover and Jaguar. Triumph-badged vehicles were produced by BL until 1984 when the Triumph marque was retired, where it remained dormant under the auspices of BL's successor company Rover Group. The rights to the Triumph marque are currently owned by BMW, who purchased the Rover Group in 1994.

Triumph Cycle Company: The company was renamed the Triumph Cycle Co. Ltd. in 1897. In 1902 they began producing Triumph motorcycles at their works in Coventry on Much Park Street. At first, they used engines purchased from another company, but the business prospered and they soon started making their own engines. In 1907 they purchased the premises of a spinning mill on Priory Street to develop a new factory. Major orders for the 550 cc Model H were placed by the British Army during the First World War; by 1918 Triumph had become Britain's largest manufacturer of motorcycles. In 1921 Bettmann was persuaded by his general manager Claude Holbrook, who had joined the company in 1919, to acquire the assets and Clay Lane premises of the Dawson Car Company and start producing a car and 1.4-litre engine type named the Triumph 10/20 designed for them by Lea-Francis, to whom they paid a royalty for every car sold. Production of this car and its immediate successors was moderate, but this changed with the introduction in 1927 of the Triumph Super 7, which sold in large numbers until 1934.



1923 Triumph 10/20



1934 Triumph Gloria 6



1937 Triumph Dolomite Roadster

Triumph Motor Company: In 1930 the company's name was changed to Triumph Motor Company. Holbrook realised he could not compete with the larger car companies for the mass market, so he decided to produce expensive cars, and introduced the models Southern Cross and Gloria. At first they used engines made by Triumph but designed by Coventry Climax, but in 1937 Triumph started to produce engines to their own designs by Donald Healey, who had become the company's experimental manager in 1934.

The company encountered financial problems however, and in 1936 the Triumph bicycle and motorcycle businesses were sold, the latter to Jack Sangster of Ariel to become Triumph Engineering Co Ltd. Healey purchased an Alfa Romeo 8C 2300 and developed a new car model with an Alfa inspired straight-8 engine type named the Triumph Dolomite. Three of these cars were made in 1934, one of which was used in competition and destroyed in an accident. The Dolomites manufactured from 1937 to 1940 were unrelated to these prototypes.

In July 1939 the Triumph Motor Company went into receivership and the factory, equipment and goodwill were offered for sale. The Thomas W Ward Scrapping Company purchased Triumph, and placed Healey in charge as general manager, but the effects of the Second World War again stopped the production of cars; the Holbrook Lane works were completely destroyed by bombing in 1940.

Standard Triumph: In November 1944 what was left of the Triumph Motor Company and the Triumph trade name were bought by the Standard Motor Company and a subsidiary "Triumph Motor Company (1945) Limited" was formed with production transferred to Standard's factory at Canley, on the outskirts of Coventry. Triumph's new owners had been supplying engines to Jaguar and its predecessor company since 1938. After an argument between Standard-Triumph managing director, Sir John Black, and William Lyons, the creator and owner of Jaguar, Black's objective in acquiring the rights to the name and the remnants of the bankrupt Triumph business was to build a car to compete with the soon to be launched post-war Jaguars.

The pre-war Triumph models were not revived and in 1946 a new range of Triumphs was announced, starting with the Triumph Roadster. The Roadster had an aluminium body because steel was in short supply and surplus aluminium from aircraft production was plentiful. The same engine was used for the 1800 Town and Country saloon, later named the Triumph Renown, which was notable for the styling chosen by Standard-Triumph's managing director Sir John Black.



1946 Triumph 1800 Roadster



1950 Triumph Mayflower



1954 Triumph TR2

Focus on the Marque: Cont.

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A similar style was also used for the subsequent Triumph Mayflower light saloon. All three of these models prominently sported the "globe" badge that had been used on pre-war models. When Sir John was forced to retire from the company this range of cars was discontinued without being replaced directly, sheet aluminium having by now become a prohibitively expensive alternative to sheet steel for most auto-industry purposes.

In the early 1950s it was decided to use the Triumph name for sporting cars and the Standard name for saloons and in 1953 the Triumph TR2 was initiated, the first of the TR series of sports cars that were produced until 1981. Curiously, the TR2 had a Standard badge on its front and the Triumph globe on its hubcaps. Standard had been making a range of small saloons named the Standard Eight and Ten, and had been working on their replacements. The success of the TR range meant that Triumph was considered a more marketable name than Standard, and the new car was introduced in 1959 as the Triumph Herald. The last Standard car to be made in the UK was replaced in 1963 by the Triumph 2000.

Leyland and beyond: Standard-Triumph was bought by Leyland Motors Ltd. in December 1960; Donald Stokes became chairman of the Standard-Triumph division in 1963. In 1968 Leyland merged with British Motor Holdings (created out of the merger of the British Motor Corporation and Jaguar two years earlier) which resulted in the formation of British Leyland Motor Corporation. Triumph set up an assembly facility in Speke, Liverpool in 1959, gradually increasing the size of the company's most modern factory to the point that it could produce 100,000 cars per year. However, only a maximum of 30,000 cars was ever produced as the plant was never put into full production use, being used largely as an assembly plant. During the 1960s and '70s Triumph sold a succession of Michelotti-styled saloons and sports cars, including the advanced Dolomite Sprint, which, in 1973, already had a 16-valve four-cylinder engine. It is alleged that many Triumphs of this era were unreliable, especially the 2.5 PI with its fuel injection problems. In Australia, the summer heat caused petrol in the electric fuel pump to vapourise, resulting in frequent malfunctions. Although the injection system had proven itself in international competition, it lacked altitude compensation to adjust the fuel mixture at altitudes greater than 3,000 feet (910 m) above sea level. The Lucas system proved unpopular: Lucas did not want to develop it further, and Standard-Triumph dealers were reluctant to attend the associated factory and field-based training courses.



1974 Triumph GT6



1974 Triumph TR6



Triumph 2.5 PI

For most of its time under Leyland or BL ownership the Triumph marque belonged in the Specialist Division of the company, which went by the names of *Rover Triumph* and later *Jaguar Rover Triumph*, except for a brief period during the mid-1970s when all BL's car marques or brands were grouped together under the name of Leyland Cars. The only all-new Triumph model initiated as *Rover Triumph* was the TR7, which was in production successively at three factories that were closed: Speke, the poorly run Leyland-era Standard-Triumph works in Liverpool, the original Standard works at Canley, Coventry and finally the Rover works in Solihull. Plans for an extended range based on the TR7, including a fastback variant codenamed "Lynx", were ended when the Speke factory closed. The four-cylinder TR7 and its short-lived eight-cylindered derivative the TR8 were terminated when the road car section of the Solihull plant was closed (the plant continued to build Land Rovers.)

Editor: My first car was a 1967 Ford Cortina Estate, but soon after we were married we purchased a Triumph Spitfire (Front cover). Wow we had fun in that car! I just loved it. I would lift up the bonnet, sit on the front tyre and furtle with the twin SU carbs. My Dad, (who had worked in the Ford Main Dealer all his life) didn't like sports cars. He once said to me, "That's not a proper car! You may as well grease your @r\$e and slide". Priceless. We drove miles in the Spitfire, skiing in the Scottish Highlands, camping across France. Loved it!



1973 Triumph Dolomite Sprint



1982 Triumph TR7: What a come-down!



And relax! After a long journey through France to a campsite South of Bordeaux



Idyllic: Fresh Baguette and Camembert on the French roadside.

Proudly supporting the
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Te Kāhui Matepukupuku
o Aotearoa



**Come and
join the fun**

All ages and
vehicles types
are welcome!



Daffodil Rally for Cancer

SUNDAY 29 AUGUST 2021

Join us for the

Daffodil Rally & Car Show

Registrations from 9.00 a.m. at the Smales Farm Caffeine and Classics

Rally starts from 10.45 arriving at Matakana from 12.30 for a public car display

Organised by The Waitemata, North Shore and Wellsford/Warkworth branches of the
Vintage Car Club of New Zealand

Enquiries: Leon Salt Ph: 027 423 8122 email: brendda@xtra.co.nz

\$10

vehicle entry
fee - all fees
donated to the
Cancer Society

**To find out more about your local
Daffodil Rally for Cancer, visit www.vcc.org.nz**

Committee Notes: 28 June 2021

Synopsis of the latest committee meeting discussions

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New Members: Nil

Rally setting costs: Rally setting costs were discussed. Monthly runs would expected to be under \$50.00. C. Field undertook to check costs up to \$50.00 for any event, and \$150.00 for major rallies.

New Logo: The new proposed logo was discussed. It was considered that the wording would never be agreed to. It was also thought that the current membership would not agree to change the name of the club. It was agreed to send out the power point presentation to the membership with personalized comment from each Branch able to be added.

Sub workshops: Email sent out seeking comments from the sub groups. Some groups do not have committee members on them and need to be followed up from the committee. Two groups Membership and Workshops need to be followed up.

Committee composition: It was suggested that one position on the committee be set for a one year term only. Maybe be amended constitution needed.

Morris Eight Report: Barry Thomson presented a report on the Morris 8 and the Remediation Bay. A discussion followed regarding the use of the new shed and its bays. The question of working on vehicles in the storage shed was also discussed and it was reiterated that only minor work should take place, and certainly no work which is likely to affect the condition of other vehicles in storage.

Sandblaster: The question of the purchase of a sandblaster raised at the AGM was discussed. It was considered appropriate to outsource large sandblasting/bead blasting jobs.

Lawns: Wet J. Higham asked no parking on the wet lawns as it damages the grass surface, making it harder to mow.

Welfare Officer: Brian Bissett has agreed to take on Welfare Officer. Any welfare issues are to be referred to Brian in the future.

Suzuki Alltos: The club has been offered two Suzuki Altos, both Club eligible. The cars to be appraised in the near future.

Container: Budget has been set for a 40 foot container and the Club has been offered one for \$2,500.00. Approved.

Meeting Closed.

About Us

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Club Address: 40 Masons Rd, Albany, 0632

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

Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wednesday from 7.30pm.

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

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

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

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

Club Committee

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

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

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

Club Captain: Chris Field 09 600 2252 or 0274 30 30 10

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

Barry Thompson ????????????????

Peter Lloyd: 09-426-7179 or 021-298-8795

Richard Lloyd: 09-420-5048 or 027-483-2898

Mike Swanton: 09 426 0011

Arnold Van Zon: 09 473 5750 or 027 2765336

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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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