



North Shore Vintage Car Club

- > [Your journal](#)
- > [Your stories](#)
- > [Your photos](#)
- > [Your cars](#)
- > [Your ideas](#)
- > [Your committee](#)

Progress:

The monthly journal of the
North Shore Vintage Car Club
November 2020



First of all, “Thank you” to all our contributors this month. Whether it be photos or stories, local contributions make this magazine so much more interesting for our members. Please keep your contributions coming; the whole membership is grateful for your efforts.

I have finally got to the bottom all of my MGB gremlins. It’s been a tale of two steps forward and one back with the root cause being a failing ‘hot’ coil. The other poor running and wavering rev counter issues were caused because my “hot” electronic ignition, (when running with a standard coil) needed its positive feed to come from a ‘clean’ source and not the coil. It’s quite complicated but now resolved and if you have 8 hours to spare I’ll tell you about it someday. The MG passed its WoF during the week but the garage, who I’ve learned to trust, pointed out that the engine and gearbox rubber mounts are starting to break down. I’ll put the car up on our new ramp soon and have a good look myself, but having read some horror stories about these things, I think this might be a job for a specialist MG garage.

Finally another plus for our National VCC Discussion Group. We now have around 1600 members in the group and the photographs and stories that are being published are just amazing. I have added a few bits and pieces to this edition but if you are on Facebook search for “Vintage Car Club of New Zealand Group” and have a look. There’s no expectation that you write any comments, just enjoy the photos and discussion.

Stuart email: battersby56nz@gmail.com or phone: 022 471 2759

- * **Chairman’s Message:** Tony Sparkes.
- * **Club Captain’s Report:** Paul Collins.
- * **Restoration Project Updates:** Limited updates this month.
- * **Fiat 509:** Clive Sandham describes his Fiat Fetish.
- * **Upcoming Events:** Mark your diaries.
- * **Art Deco time again:** Event details.
- * **Barn Finds:** Amazing Mercedes.
- * **National Club Discussion Forum:** Best of the last two weeks.
- * **Focus on the marque:** German immigrants create a dynasty.
- * **Northern Raid report:** A new spin on defamation of character.
- * **Committee Notes:** Regular monthly committee notes.
- * **About Us:** Who’s who and where’s where.

Cover car and this month’s ‘Focus on the Marque’ is Studebaker. Featured here is 1958 Golden Hawk. This car recently appeared on the national VCC Facebook site. The car is a recent import from Australia and will be at this year’s Beach Hop.



Finally, the club has been able to stage the Northern Raid. From what I have heard it was a good event. No doubt the Club Captain will have more in his report.

As mentioned in my last report, your committee has been working on budgets and forecasts as far out as 2030. Another thing that has become apparent is the need for new, younger members. We have been experiencing an average of 5% growth over the last five years, but the demographics show that we must target some younger enthusiasts.

Due to a change in my normal weekly schedule, I was able to come down to club night on Wednesday. Despite Thursday and to some extent Tuesday mornings growing in popularity, Wednesday evening numbers are dwindling. This evening get together is extremely important as it is likely to be the only opportunity for younger, ie gainfully employed members, to enjoy the fellowship of the club outside of runs and rallies. It is also important for recruitment opportunities.

So, what do we need to do to get more of you and potential members along on Wednesday club nights?

All of the committee's contact details are at the back of Progress. Drop us a line or make a 'phone call. I'm quite keen on presentations from single marque clubs. Many of us are also single marque members. Perhaps you could ask that committee if they would like the opportunity to wax lyrical about their beloved toys.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman

NSVCC

An Austin 7 under restoration at Custom Paint and Panel. Some of you may recognise this as belonging to Club Member: Richard Ellis.

Richard has himself recently been into a 'workshop' for some personal repairs. It was good to see you back at the club again Richard!



Club Captain's Report

October 2020

Progress
November 2020

October's event, the **Northern Raid Rally** was a great success and everyone enjoyed the day. Despite a couple of last minute cancellations we ended up with around 22 entries (12 competitive and 10 touring).

The route took cars across the upper harbour bridge to West Harbour for some straight line navigation. One or two tried the straight line twice then all proceeded through Massey to Taupaki then on to Kumeu going right at the lights, then counting roads, take the 5th right – (yes **all** roads count).

They headed on to reach Muriwai Rd, going Right to take 1st exit at roundabout onto S/H 16, travelling to Woodhill then onto Kiwitahi Rd, and the start of the 2nd timed section. Through very scenic countryside with great views of the upper Helensville valley, before continuing on to Helensville town centre for the next stage. Following S/H 16 took the cars towards Kaukapakapa (and for those who found Anderson road discovered 2 more silent checks), before continuing on to Waitoki School for the lunch stop and end of timed stage. The school provided a very nice lunch (Fund raiser for the school), and a great venue too.

After lunch we travelled on through nice rural country side until reaching Silverdale and our afternoon destination at Custom Paint and Restoration Ltd where we viewed some of the vehicles currently under repair. Thank you guys for letting us visit.

We all then returned to the club for dinner.

The scores were duly totalled up during the meal time. The results were follows:

- 1st overall Neville Olsen & Gill 1966 Morris Mini
- 2nd place Allan & Sharon Price 1965 Vauxhall VX490
- 3rd place Gavin Welch & Sophie 1934 Ford
- 4th place (1st N/shore) Jim Drummond 1952 Chevrolet (*With grandson, Bruce Pitcher, and Ross Moon all offering advice with varying degrees of relevance*)

Well done and thank you to all who participated.

Next month's run is a lunch run then visit to the Toroa Ferry project. We will have a short talk and slide show prior to leaving on the run.

See details in this edition for date and times.

Drive safely: Paul

Restoration Projects Update

Project Updates from the team: Restoration work is resuming slowly

Progress
November 2020

The Dennis Bus: Clive Sandham: Rear wheel new tube fitted so wheels are going back on to test drive the new steering. Next job is the wiring. The bus is looking far more finished nowadays.

Chevrolet Taxi: Tony Sparkes: No progress reported.

Chevrolet Fire Truck: Bruce Pitcher and Jim Drummond have been thinking about the problem with the carburettor and have found that a vacuum operated valve was sticking. Cleaned and now seems to be working well. Just in time for the Christmas parade season. We need a driver to take the Fire Truck to the Orewa Christmas Parade. Any volunteers?

Bedford Truck: Peter Lloyd: Bedford tow truck, front guards are being renovated by our apprentice panel beater and editor and are looking much better. Wiring still to be completed.

Wolseley: Paul Collins: Slow progress on test firing the engine. Various components missing on the twin SU carburettor linkages have been fabricated and hopefully the engine will fire-up shortly. We have also discovered a couple of burnt valves on this engine and we may consider switching efforts to the original engine.



Three interesting photographs taken at "Classic Paint and Restoration" workshops visited on the Northern Raid. There are six cars and a truck in these photos. How many can you recognise?

WANTED

I have a Chevrolet National 1928 2 door light truck that has been involved in a light nose to tail. I need the following parts: Both front guards, radiator and radiator surround. Is there anyone out there in your membership who might like to sell these parts? Needed urgently here in Auckland. I am struggling to find these basic parts.

*Thanks Bruce Roorda
Please contact Bruce directly on 021 947649*

The Fiat 509: A quite remarkable car from the 1920s. Clive Sandham writes.

Progress
November 2020

The Fiat 509 first appeared in 1923/4 as a people's car. It incorporated a 990cc overhead cam engine, 3 speed gearbox, 4-wheel mechanical brakes. It was extremely popular so production models increased to include saloons, torpedo rag tops, taxis, delivery vans, roadsters and sports cars. The sport models included 509S and SM plus a rare SC supercharged.

In 1926 a new engine appeared as the 509A. The main differences included the porting changes, the carburettor was moved from running up through the block to through the head, along with better oiling and heavier valve springs etc. The overhead cam was the forerunner of Bugatti motors and the car in its racing form, the 509SM, was raced by the young Enzo Ferrari. There are many photos of it at Brooklands and in the Milli-Miglia.



A 509SM racing at Muriwai beach by Ron Roycroft's father 'AJ' in 1928.

My story begins about 1996: I had a large engineering workshop and the staff wanted a lot of overtime so I needed to be around. Looking for a project I spotted a 1926 Fiat 509a roadster for sale and the finished car looked like the type of car I had in mind. It was down in Hamilton, so sight unseen I drove down with a large trailer and purchased it. Back in the workshop I had a good look at my giant jigsaw puzzle, hardly any 2 parts were together. All the wood work was well digested by borer. There were two chassis and seven part engines but none were assembled.

Harold Kidd knew the history of it well and more details were soon uncovered. The car was 'found' in the South Island by a Navy captain John Harrison who brought to Auckland on the HMNZS Monowai. It had been restored in the early 60s and took part in the 1965 Haast rally. Later I was put in touch with John Harrison and he filled me in on the early days and gave me all the photos and memorabilia that went with the car along with a very young Bruce Pidgeon driving it to the ship and a photo of it as deck cargo on the Monowai. The car then was thrashed to death and when it died was put in a shed in Devonport and left for 30 years. The guy I got it from in Hamilton had rescued it from the shed in a very sorry state. Over the next 3 years I worked on it after hours had all the wood work redone, body fully restored and painted. It was found the differential had collected water in the leaky shed for 30 years and was well beyond repair.



The Monowai

I was put in touch with Bruce Pidgeon to see if he knew of one but was told to fit a better ratio and apparently a Bradford one would fit. I found one at 'Jacks Autos' in the Ford section! With a lot of engineering it fitted so this gave me 5.1 instead of the standard 5.5.

About this stage I shut down my engineering shop and the car was moved to new premises. I started new projects plus I had the 1926 Chrysler-70 roadster so the Fiat went on the back burner. Some time later (around 2008), Roy King approached me as he had a customer in the UK wanting one so it duly was sold and Roy finished it and sold it over there

I sold it on the basis that I kept all the spares and second chassis as I wanted to build an SM.

I had gathered many parts along with the chassis but was missing a steering box. In my quest for the box I was told of a 509S so duly contacted the owner and he was happy to sell the steering box along with the complete car but it had blown the crank front bearing. I purchased the car along with a huge collection of parts so now had a complete 509S and a 3rd chassis along with parts to complete the SM.

I set to work stripping the S engine modifying it to shell bearings. Doubling up the oil pump to increase the flow, modify the head to take the double 509A springs and over the years with other projects finished, I now have a driveable 509S



Clive's first 509a. Now in the UK.



The modified 509S engine



The finished 509S

Upcoming Events:

Progress
November 2020

Thankfully events are now back up and running. 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.

November

November 1: Bay of Plenty Branch, Swap Meet.

November 6-7: Far North Tour, Northland (nvccrally@gmail.com).

November 15: Waikato Branch Swap Meet, Karapiro Domain.

November 20/21: Maungamoana Rally, New Plymouth, Rob Thompson: railmodels1@xtra.co.nz

November 22: Lunch Run to a Pub/RSA, followed by a visit to the Toroa Ferry resto project.

November 29: Caffeine and Classics: Smales Farm.

December

December 9: Auckland Midweek Tourers: Starts from The Warehouse car park, Westgate at 10am for a 10-30 am departure. Our usual Christmas picnic run to Wenderholm. BYO everything.

December 13: Club Christmas event, easy run and/or Gymkhana with follow-up dinner and 50 year award presentation.

December 27: Caffeine and Classics: Smales Farm

January 2021

January 30: Hauraki Aero Club and the Thames Vintage Classic Car Club, Wings and Wheels: Thames Airfield contact: wingsnwheelsthames@gmail.com

Longer Term:

February 7: Eastern Bay of Plenty Rally: Contact les.gail.costar@slingshot.co.nz

VCC February 18-21: Art Deco, Napier, Contact stevetrott@xtra.co.nz

March 7 2021: Brits and Euros Show Pakuranga: NSVCC have already booked our place. Contact Stuart on 022 471 2759 if you would like to join us.

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. Coffee, tea, cakes and savouries at 10.30am.

ART DECO FESTIVAL 2021: The Veterans are coming

Progress
November 2020

Come to Napier and join the HBVCC for Art Deco 2021 from February 18-21. Kindly sponsored again this year by Euro City Ltd. In 2021 the featured group will be Veteran motor vehicles (all will be over 100 years old). We are expecting 50 plus Veterans and already have 25 Veteran entries as at mid September. Cars, commercials, motorcycles, high-wheelers, steam, electric and petrol.

Veterans entered already include an 1895 Velo Benz, 1903/4 Oldsmobiles (3), De Dion, Calcott, Hupmobile, GWK, Dodge (3), Sears, L'etoile, Darracq (2), Cadillac, Mitchell, Holly, Briscoe, New Pick and 5 Model T Fords.

2021 will be the 90th anniversary of the 1931 Napier Earthquake. We want to get as many earthquake survivor cars to attend the 2021 festival as possible. A commemorative banner or similar will be presented to all qualifying vehicles. To qualify your vehicle must have been in Napier or Hastings at the time of the earthquake. Please contact me if you have such a vehicle or know someone who has. The same applies if you own or know of any First Response Vehicles (Ambulance, Fire Engine, Police, Military) that may have been present during the earthquake.

For 2021 the main annual rally is again on Friday and we plan to have a touring run plus a picnic lunch at a great lunch venue. On Saturday we will have the morning tea and car show and popular choice at the HBVCC clubrooms, followed by the grand parade. Sunday events include breakfast at the HBVCC clubrooms and the Gatsby picnic in the afternoon. There are many other events offered by Art Deco Trust on the Friday and Saturday nights. Come and join the other 180 plus club eligible vehicles we expect to enter the 2021 Event.

If you are entering a Veteran there are special additional events for you on the Wednesday and Thursday of Art Deco Week. If you plan to attend these please plan to arrive in Napier on the Tuesday. Otherwise we suggest you plan to arrive in Napier on Thursday 20th so you can attend the Dinner at the Clubrooms that evening. We have prizes for the best dressed couples again this year. Dinner tickets are limited so be in quick.

Go to the HBVCC website for an Entry Form. (www.hbvcc.org.nz). Entry forms for 2021 are available now. Accommodation in Napier is already filling up for Art Deco Weekend so book now to avoid disappointment.

Contacts: **Steve Trott** stevetrott@xtra.co.nz or Steve Donovan stevedon@xtra.co.nz

A couple of snippets

Progress
November 2020

Regular contributor and club member Tim Edney sent me a short note recently and included a couple of photographs in response to last month's "Focus on the marque".

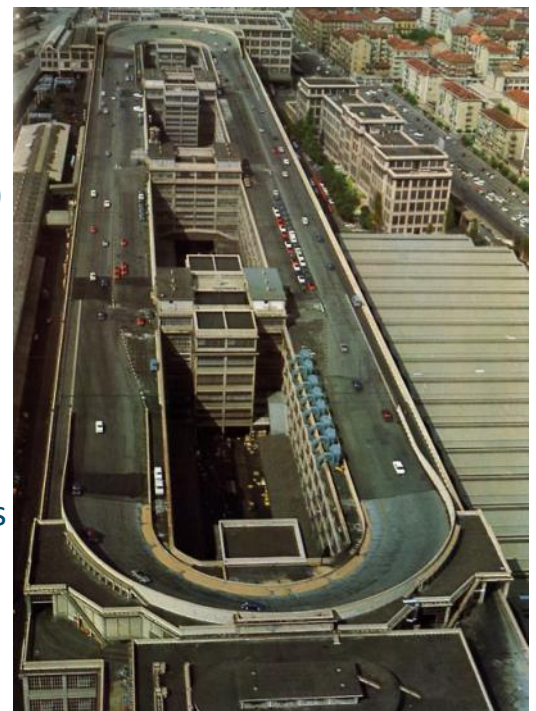
You will be pleased to know one of the Clubs members (me) has an NZ new 1906 A&O 10/12. It runs well and is used in Horseless Carriage events in Auckland. I also have a 1905 single cylinder and a 1907 twin at Arrowtown. I have been to the works in Birmingham where the cars were manufactured. A&O are still in business today manufacturing foundry and blacksmithing equipment.



Thanks Tim, Nice photos. The brass plaque is interesting on a couple of counts: Alldays and Onions called themselves a "Pneumatic Engineering Company" and they included both their Birmingham works and their Holborn Viaduct showrooms on the plaque.

Fiat Facts: Clive Sandham is clearly a closet Fiat fan and recently sent over these interesting snippets:

- In 1916, Fiat implemented the first auto manufacturing production line in the world. (Controversial??) Henry Ford visited the Lingotto, Turin plant to get ideas for his plants in the USA.
- The Fiat factory at Lingotto had a race track (with banking) on the roof and this track featured in the original *Italian Job* movie.
- Fiat holds 32 industry "firsts" including Seat belts, indicators and power brakes.
- The Fiat 124 is the most successful car in history in terms of badge engineered versions. Eight in total: Russian Lada, Spanish Seat, Indian Premier, Turkish Tofas Serce as well as local factories in Bulgaria, Korea, Brazil and Egypt.



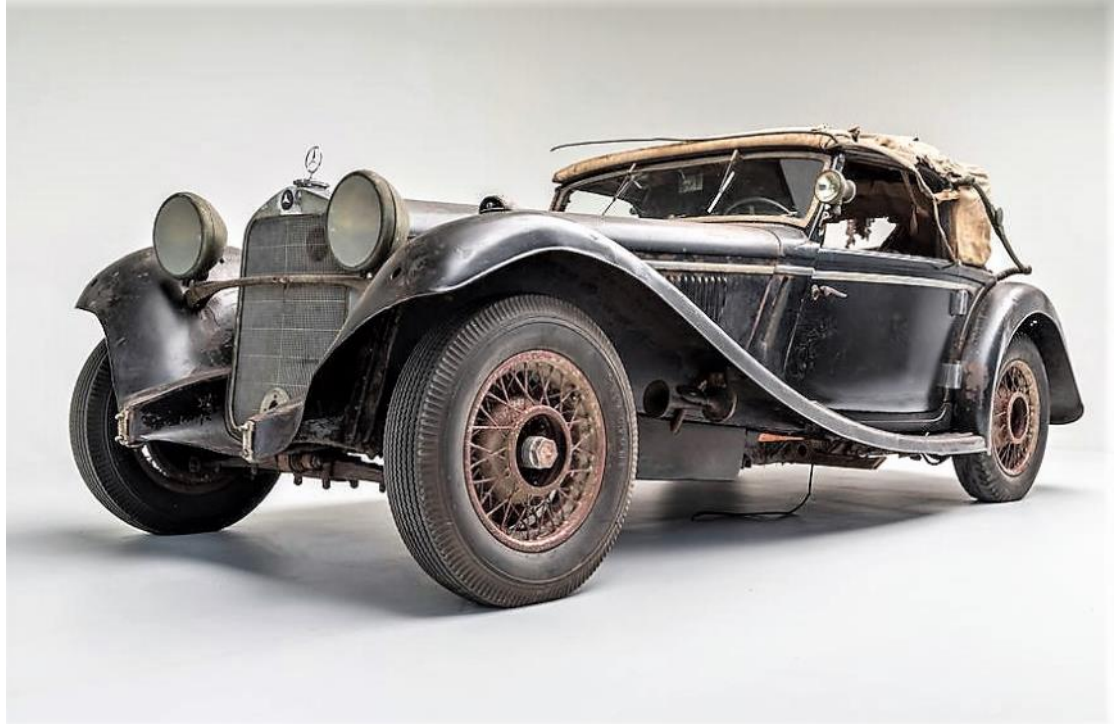
Barn Finds on sale at Bonhams Philadelphia:

Progress
November 2020

While crusty, musty 'barn finds' have lost some of the popular charm that they enjoyed a few years back, Bonhams has some exceptional derelicts on the docket for its 8th Annual Philadelphia auction October 11 at the Simeone Foundation Museum.

Among them, a startling 1935 Mercedes-Benz 290 Cabriolet A with coachwork by Sindelfingen. The car is splendidly patinaed with a ragged top and rusty wire wheels, ready to be put on artistic display or comprehensively restored using many buckets of cash. The pre-auction estimated value is \$175,000 to \$225,000.

The auction will continue Bonhams' live/online format under pandemic restrictions, with limited attendance at the live auction and most bidding done online or by phone.



1935 Mercedes-Benz 290 Cabriolet A



Barn Finds on sale at Bonhams Philadelphia:

Progress
November 2020

Bidders can monitor the action on Bonhams 'virtual viewing' platform. Condition reports and a one-to-one 'walkaround' inspection with a specialist are available prior to the bidding.

The Mercedes, offered from the Petersen Automotive Museum's Vault Collection in Los Angeles, was purchased by an American in 1957, driven on a European tour and then imported into Baltimore, according to Bonhams. It was stored away at some point, obtained by the Petersen, and will be sold as found.



The 'Crusty, Musty' interior

"This elegant Mercedes-Benz 290 Cabriolet A has been preserved in largely original condition and is an impressive example of pre-war Mercedes-Benz sporting luxury," Bonhams says in its description. "Inside, an Original red interior is in situ, and the classic white-faced VDO gauges adorn the dashboard. The car appears largely complete, with many parts packed into the cabin."



In the same auction is a Babcock (A new one on me!). The antique touring car is in 'rough' condition. The 1912 Babcock H 7-passenger tourer, described in the catalogue as 'prominent and powerful,' is in largely original barn-find fettle. Produced in Watertown, New York, it's valued at a modest \$20,000 to \$30,000.

A selection from our online discussion group:

Progress
November 2020

Continued growth in the group as members reach 1700

Posted by David Mehrtens: Here's some very interesting photos from a collection of the late George Walker 1887-1916 who was among other things a driver for the then Mt Cook Motor Co. George drove for them from 1911 to 1914. He fought in WW1 and was killed in France 1916. These are some of his record of those times. The Walker family still have this amazing album all these years later!



Posted by Lloyd Gleeson: On the subject of 'Interesting period specials' - here's some pics I found when going through my late brother's album. They're undated but probably close to 50 years old, and taken in Thames as one of the pics shows Johnny Paynter's car sales yard in the background. Only info is "Ford 10 special" written on the back of one. Looks quite attractive and well-finished. Clues, anyone?



Post by Jonathon Paape: Here's my 1963 Corvette Stingray. Split Screen



Post by Bruce Druskovich: Peugeot 404s at the Whangamomona Hall, today's lunch stop. And the Taranaki Vintage Car Club rooms, Waiongona, for afternoon tea. Also saw some Minors at Whangamomona, the Taranaki Falcon Club of which one was over 30 years, about 20 Hemis, most less than 10 year old Challengers, the town was pumping.



Post by Alastair Robinson: Here's a tribute to Ray Disher whose straight eight Studebaker Special featured a few days ago. I'm told in comments that the car he's driving on the old Levin Circuit is a Chrysler 77. These photos were taken during a Speed Weekend organised by Horophenua Branch back in 1975 or thereabouts. In the photo of Ray in the special his passenger is covering her face as the rear wheel is not getting traction and is flinging the mud about. That's a young Gary Moore in his Austin Nippy on the left of the photo.



*All of these short articles copied from The National VCC Discussion Group were published in the last week of October 2020. A whole range of articles and some fabulous photographs (to say nothing of the hugely interesting comments also added to each posting). Every day there is something to interest you, whether that be Veterans, Vintage, Pre-War, Cars, Bikes, Trucks.
Log onto Facebook and search for
Vintage Car Club of New Zealand Group
to access this wonderful free resource.*

History: The ancestors of the Studebaker family from Solingen, Germany, first arrived in America at the port of Philadelphia on September 1, 1736, via Rotterdam, Holland. Peter Studebaker, Sr. and Peter Studebaker, Jr. were wagon-makers. In 1740 Peter Studebaker built his home and first factory on a property known as "Bakers Lookout". In this factory Peter manufactured everything, all necessities including products he made in Solingen Germany and naturally wagons. Bakers Lookout, 100-acre land holding, Hagerstown, Maryland, was the first of many land holdings to be acquired. Peter purchased approximately 1500 acres in what is now known as the state of Maryland.

Although Peter Studebaker's life in the colonies was short, less than 18 years, the family business flourished through his descendants and apprentices who expanded the vast land holdings enlarging the Studebaker family business and its industrious wagon-making region. Peter's trade secrets were passed from father to son, generation to generation. The Studebaker family business plan, was to purchase, again and again, vast amounts of land, on which they built industrious farms with mills and wagon making facilities and wagon selling facilities, each identical to the original Bakers Lookout situation.

The Studebaker Family: Peter Studebaker had 5 sons, two of whom Clement and Henry Studebaker Jr., became blacksmiths and foundrymen in South Bend, Indiana, and the third, John M. was making wheelbarrows in Placerville, California. The first major expansion in Henry and Clem's South Bend business came from their being in the right place to meet the needs of the California Gold Rush that began in 1849. From his wheelbarrow enterprise at Placerville, John M. had amassed \$8,000. In 1858, he quit and moved out to apply this to financing the vehicle manufacturing of H & C Studebaker, which was already booming because of an order to build wagons for the US Army. Expansion of the business continued from manufacture of wagons for westward migration, as well as for farming and general transportation. During the height of westward migration and wagon train pioneering, half of the wagons used were Studebakers.



Studebaker Carriage

A major leap forward came from supplying wagons for the Union Army in the Civil War (1861–1865). By 1868, annual sales had reached \$350,000. That year, the three older brothers formed the Studebaker Brothers Manufacturing Company.

World's largest vehicle house: In 1875, the youngest brother, 30-year-old Jacob, was brought into the company to take charge of the carriage factory, making sulkies and five-glass landaus. Following a great fire in 1874, which destroyed two-thirds of the entire works, they had rebuilt in solid brick, covering 20 acres and were now "The largest vehicle house in the world". In the 1880s, roads started to be surfaced with tar, gravel, and wooden blocks. In 1884, when times were hard, Jacob opened a carriage sales and service operation in a fine new Studebaker Building on Michigan Avenue, Chicago.

In 1889, incoming President Harrison ordered a full set of Studebaker carriages and harnesses for the White House. As the 20th century approached, the South Bend plant "covered nearly 100 acres with 20 big boilers, 16 dynamos, 16 large stationary engines, 1000 pulleys, 600 wood and iron-working machines, 7 miles of belting, dozens of steam pumps, and 500 arc and incandescent lamps making white light over all. The worldwide economic depression of 1893 caused a dramatic pause in sales and the plant closed down for five weeks, but industrial relations were good and the organized workforce declared faith in their employer. Studebaker would end the nineteenth century as the largest buggy and wagon works in the world.

Family association continues: The five brothers died between 1887 and 1917. Their sons and sons-in-law remained active in the management, most notably lawyer Fred Fish after his marriage to John M's daughter Grace in 1891. Col. George M Studebaker, Clement Studebaker Jr, J M Studebaker Jr, and [Fred Sr's son] Frederick Studebaker Fish served apprenticeships in different departments and rose to important official positions, with membership on the board.

The Automobile Business: In 1895, John M. Studebaker's son-in-law Fred Fish urged for development of 'a practical horseless carriage'. On Peter Studebaker's death in 1897, Fish became chairman of the executive committee. The firm already had an engineer working on a motor vehicle. At first, Studebaker opted for electric over petrol propulsion. While manufacturing its own Studebaker Electric vehicles from 1902 to 1911, the company entered into body-manufacturing and distribution agreements with two makers of petrol powered vehicles, Garford and Everitt-Metzger-Flanders (E-M-F) of Detroit. Studebaker began making petrol engine cars in partnership with Garford in 1904.



1910 Studebaker-Garford

Studebaker's president, Fred Fish, had purchased one-third of the E-M-F stock in 1908 and followed up by acquiring all the remainder from J. P. Morgan in 1910 and buying E-M-F's manufacturing plants at Walkerville, Ontario, and across the river in Detroit. The former Ford Piquette Avenue Plant, in the Milwaukee Junction area of Detroit, was purchased from Ford in January 1911 to become Studebaker Plant 10, used for assembly work until 1933. Studebaker manufactured cars in Windsor, Ontario, from 1912 to 1936.

Studebaker marque established in 1911: In 1910, it was decided to refinance and incorporate as the Studebaker Corporation, which was concluded in 1911. The company discontinued making electric vehicles that same year. After taking over E-M-F's facilities, Studebaker sought to remedy the customer dissatisfaction by paying mechanics to visit each disgruntled owner and replace defective parts in their vehicles, at a total cost of US\$1 million. The worst problem was rear-axle failure. Allegedly comments that the frenzied testing resulted in Studebaker's aim to design 'for life', and the consequent emergence of "a series of really rugged cars... the famous Big and Special Sixes".

Engineering advances from WWI: The corporation benefited from enormous orders cabled by the British government at the outbreak of World War I. They included 3,000 transport wagons, 20,000 sets of artillery harness, 60,000 artillery saddles, and ambulances, as well as hundreds of cars purchased through the London office. Similar orders were received from the governments of France and Russia. The 1913 six-cylinder models were the first cars to employ the important advancement of monobloc engine casting. At that time, a 28-year-old university graduate engineer, Fred M. Zeder, was appointed chief engineer. He was the first of a trio of brilliant technicians, with Owen R. Skelton and Carl Breer, who launched the successful 1918 models, and were known as "The Three Musketeers". They left in 1920 to form a consultancy, later to become the nucleus of Chrysler. The replacement chief engineer was Guy P. Henry, who introduced molybdenum steel, an improved clutch design, and presided over the "six-cylinders only" policy favoured by new president Albert Russel Erskine.

End of horse-drawn era: John M. Studebaker had always viewed the automobile as complementary to the horse-drawn wagon, pointing out that the expense of maintaining a car might be beyond the resources of a small farmer. In 1918, the annual capacity of the seven Studebaker plants was 100,000 automobiles, 75,000 horse-drawn vehicles, and about \$10,000,000 worth of automobile and vehicle spare parts and harness. In the preceding seven years, 466,962 horse-drawn vehicles had been sold, as against 277,035 automobiles, but the trend was all too clear. The regular manufacture of horse-drawn vehicles ended when Erskine ordered removal of the last wagon gear in 1919. To its range of cars, Studebaker would now add a truck line to replace the horse-drawn wagons. Buses, fire engines, and even small rail locomotive-kits were produced using the same powerful six-cylinder engines.

Facilities in the 1920s: Studebaker's total plant area was 225 acres, spread over three locations, with buildings occupying 7.5 million square feet of floor space. Annual production capacity was 180,000 cars, requiring 23,000 employees. At any one time, 5,200 bodies were in process. South Bend's Plant 2 made chassis for the Light Six and had a foundry of 575,000 sq ft, producing 600 tons of castings daily. Plant 3 at Detroit made complete chassis for Special and Big Six models in over 750,000 sq ft of floor space. Plant 5 was the service parts store and shipping facility, plus the executive offices of various technical departments. The Detroit facilities were moved to South Bend in 1926. Plant 7 was at Walkerville, Ontario, Canada, where complete cars were assembled from components that had been shipped from South Bend and Detroit factories or locally made in Canada. Output was designated for the Canadian (left-hand drive) and British Empire (right-hand drive) trade. By locating it there, Studebaker could advertise the cars as "British-built" and qualify for reduced tariffs.

Impact of the 1930s depression: Few industrialists were prepared for the Wall Street Crash of October 1929. Though Studebaker's production and sales had been booming, the market collapsed and plans were laid for a new, small, low-cost car—the Rockne. However, times were too bad to sell even inexpensive cars. Within a year, the firm was cutting wages and laying off workers. Company President Albert Erskine maintained faith in the Rockne and rashly had the directors declare huge dividends in 1930 and 1931. On March 18, 1933, Studebaker entered receivership. After being pushed out of the business Erskine committed suicide on July 1, 1933, leaving successors Harold Vance and Paul Hoffman to deal with the problems.

By December 1933, the company was back in profit with \$5.75 million working capital and 224 new Studebaker dealers. With the substantial aid of Lehman Brothers, full refinancing and reorganization was achieved on March 9, 1935. A new car was put on the drawing boards under chief engineer Delmar "Barney" Roos—the Champion. Its final styling was designed by Virgil Exner and Raymond Loewy. The Champion doubled the company's previous-year sales when it was introduced in 1939.



1924 Studebaker Big-Six



1930 Studebaker President 8 belonging to Club Member, David Lane

World War II: From the 1920s to the 1930s, the South Bend company had recorded many style and engineering milestones, including the Light Four, Light Six, Special Six, Big Six models, the record-breaking Commander and President, followed by the 1939 Champion. During World War II, Studebaker produced the Studebaker US6 truck in great quantity and the unique M29 Weasel cargo and personnel carrier. Studebaker ranked 28th among United States corporations in the value of wartime production contracts. An assembly plant in California, Studebaker Pacific Corporation, built engine assemblies and nacelles for B-17s and PV-2 Harpoons.

Post-WWII styling: Studebaker prepared well in advance for the anticipated post-war market and launched the slogan "First by far with a post-war car". This advertising premise was substantiated by Virgil Exner's designs, notably the 1947 Studebaker Starlight coupé, which introduced innovative styling features that influenced later cars, including the flatback "trunk" instead of the tapered look of the time, and a wrap-around rear window. Exner's concepts were spread through a line of models like the 1950 Studebaker Champion Starlight coupe.



1947 Studebaker Starlight designed by Virgil Exner

Hamilton, Ontario plant: On August 18, 1948, surrounded by more than 400 employees and a battery of reporters, the first vehicle, a blue Champion four-door sedan, rolled off of the new Studebaker assembly line in Hamilton, Ontario. Having previously operated its British Empire export assembly plant at Walkerville, Ontario, Studebaker settled on Hamilton as a post-war Canadian manufacturing site because of the city's proximity to the Canadian steel industry. Studebaker manufactured cars in Hamilton from 1948 to 1966. After the South Bend plant shut, Hamilton was Studebaker's sole factory.

Industry price war brings on crisis: Studebaker's strong post-war management team including president Paul G Hoffman and Roy Cole had left by 1949 and was replaced by more cautious executives who failed to meet the competitive challenge brought on by Henry Ford II and his Whiz Kids. Massive discounting in a price war between Ford and General Motors, which began with Ford's huge increase in production in the spring of 1953 could not be equalled by the independent carmakers, for whom the only hope was seen as a merger of Studebaker, Packard, Hudson, and Nash into a fourth giant combine after Chrysler. This had been unsuccessfully attempted by George W. Mason.

Merger with Packard: Ballooning labour costs, quality control issues, and the new-car sales war between Ford and General Motors in the early 1950s wrought havoc on Studebaker's balance sheet. Professional financial managers stressed short-term earnings rather than long-term vision. Momentum was sufficient to keep going for another 10 years, but stiff competition and price-cutting by the Big Three doomed the enterprise. From 1950, Studebaker declined rapidly, and by 1954, was losing money. It negotiated a strategic takeover by Packard, a smaller but less financially troubled car manufacturer. However, the cash position was worse than it had led Packard to believe, and by 1956, the company (renamed Studebaker-Packard Corporation and under the guidance of CEO James J. Nance) was nearly bankrupt, though it continued to make and market both Studebaker and Packard cars until 1958. The "Packard" element was retained until 1962, when the name reverted to "Studebaker Corporation".

Last automobiles produced: The final automobiles that came after the diversification process began, included the redesigned compact Lark (1959) and the Avanti sports car (1962). Both were based on old chassis and engine designs. The Lark, in particular, was based on existing parts to the degree that it even used the central body section of the company's 1953–58 cars, but was a clever enough design to be popular in its first year, selling over 130,000 units and delivering a \$28.6 million profit to the automaker. "S-P rose from 56,920 units in 1958 to 153,844 in 1959." However, Lark sales began to drop precipitously after the Big Three manufacturers introduced their own compact models in 1960, and the situation became critical once the so-called "senior compacts" debuted for 1961. The Lark had provided a temporary reprieve, but nothing proved enough to stop the financial bleeding. Despite a sales upturn in 1962, continuing media reports that Studebaker was about to leave the auto business became a self-fulfilling prophecy as buyers shied away from the company's products for fear of being stuck with an "orphan".

Closure of South Bend plant, 1963:

After insufficient initial sales of the 1964 models and the ousting of president Sherwood Egbert, on December 9, 1963 the company announced the closure of the South Bend plant. The last Larks and Hawks were assembled on December 20, and the last Avanti was assembled on December 26. To fulfill government contracts, production of military trucks and Zip Vans for the United States Postal Service continued into early 1964. The engine foundry remained open until the union contract expired in May 1964. The supply of engines produced in the first half of 1964 supported Zip Van assembly until the government contract was fulfilled, and automobile production at the Canadian plant until the end of the 1964 model year. The closure of the South Bend plant hit the community particularly hard, since Studebaker was the largest employer in St. Joseph County, Indiana.



1958 Studebaker Golden Hawk.



1958 Golden Hawk prepared to Beach Hop 2020

Northern Raid: A mischievous and humorous review from Richard Bampton



Progress
November 2020

Paul Collins always plots good (but devilish) rallies and this one was no exception with indiscernible silent checks, the dreaded Straight-Line-Navigation, cunning questions, eminently bribeable marshals (allegedly), feared timed sections and invisible roundabouts.

The 22 entrants included 3 from Auckland VCC, and both competitive and touring cars set off together which soon caused some nervousness when cars took different routes at the junction of Albany Highway and Upper 'Arbour 'Ighway. The car in front took the Motorway, we didn't – were we wrong already? Apparently not since after a few turns a Marshall was spotted who marked our card. Since no money changed hands it is probable that the wrong start time for the first timed section was noted on our card (allegedly).



The entrants assemble

The next instruction stated "Continue ahead at Roundabout". The Roundabout was minute! Easily overlooked. Tiny. Minor. Small. Insignificant. Miniscule. Trivial. Negligible. Miniature. Diminutive. Slight. Petty. Microscopic. Little. Paltry. Inconsequential. Modest. Petite. Marginal. Unimportant. Teensy. Pocket-sized. Trifling. Infinitesimal. Negligible. You can't call that a roundabout – the driver hardly has to deviate from a straight line to negotiate it. It a pathetic apology for a roundabout. So we continued, using the line of least deviation at a T-junction during our search for a proper manly roundabout. After some time with no round-a-bout in sight the general consensus was that we could (just possibly) have missed the invisible roundabout so steps were retraced – this is when we encountered several cars travelling in the opposite direction which should have told us something – but we continued and, using a magnifying glass, the poor substitute for a proper roundabout was discovered.



That looks like a roundabout to me Richard!

After all this the Straight-Line-Navigation was despatched with ease but, time having been lost, at least one silent check had been removed by the marshal (allegedly) and somewhere during

this time we spotted a Citroen Diane travelling in the opposite direction to us. Arnold and Marieke, where were you going? All was well and we knew we were on track when we met a Marshall as we were looking for the answer to the question “Where’s the Bull?” Our card was marked again and, because no money changed hands it is probable that the wrong time was written down (allegedly). We initially put down the answer to the question as: “at the marshal’s station”, but at Cedel Downs there was a large hoarding with a bull on it, although we still think our initial answer was correct. No prizes for guessing who the marshal was.

On we sped, found another marshal who again wrote a random time on the card (allegedly) and, in spite of considerable speed, and Anderson being at the top of a rise and almost as insignificant as the invisible roundabout, we spotted it and also found Macky Road before arriving at Waitoki School and another marshal. This one actually asked for a bribe, but, since we had failed to pay the others, we decided that we would be wasting our time shelling out good money so (allegedly) got clocked incorrectly yet again.

Lunch, provided by Waitoki School was good and enjoyed by all and we soon set off again on what we expected to be a leisurely tour to Silverdale. Imagine our horror to find that the rally had not yet finished when we saw a silent check. And another, and another, until we arrived at Classic Paint and Restoration Ltd where we were impressed by the range of cars they were working on and the quality of their work. Richard Ellis’ Austin 7 Ruby was there being worked on. Sadly, Neil Beckenham had not come in his Galaxie, otherwise we would have popped the beautiful little Fiat Bambino into the boot. There was also a very good 1960 FB Holden. At this stage the Rally Cards were collected so we knew that the rally was over, except for the evening meal and prizegiving.

The first 3 places went, as so often happens, to the professionals from Auckland VCC, but the top North Harbour competitive entrant was the team of driver Jim Drummond,



Lunch Stop at Waitoki School



Cute Fiat Bambino



Sleek Holden FB

and his navigator grandson, with sharp-eyed passengers Bruce Pitcher and Club Treasurer Ross Moon. How could that be? And why had Team Rover lost 40 points on the two timed sections? Lack of bribery was the answer (allegedly). Why else was the Club Treasurer invited to join the Chevrolet team, when he is a Dodge man? It is even possible that Club funds were utilised to sweeten the marshals' responses (allegedly). And it has been told to me that one marshal offered a discount (allegedly). It even turned out that the points had been added up incorrectly and Team Rover had lost no points on the second timed section – obviously the incorrect entries had cancelled each other out (allegedly). Well done Team Chevrolet, and we look forward to next year's Northern Raid which you will be setting. Thank you to Paul and the (allegedly un-bribeable) marshals, without whom these events cannot take place, for a good day out.

Northern Raid Results Repercussions

As a consequence of losing the rally to Team Chevrolet its very clear (see above article) that club stalwart Richard Bampton was shocked to the core and may never recover his balance (*nor eyesight... It was clearly a roundabout*). In an effort to start the recovery process Team Chevrolet awarded Richard with an especially inscribed 'Wooden Spoon'. The inscription is best not repeated in a family magazine, Richard seemed happy enough to receive a prize of some sort, although perhaps he hadn't had time to read the inscription.

Richard Bampton seems happy with his wooden spoon



The winning Chevrolet



Bruce Pitcher, Ross Moon and Jim Drummond with the coveted Northern Raid Trophy



September Committee Notes: October 2020

Synopsis of the latest committee meeting discussions

Progress
November 2020

New Members: Tony McLeod

Gifted vehicles criteria: Another vehicle has been offered to the club. As a courtesy vehicles should be looked at in the first instance. A list of criteria to be considered in the instance. A criteria for the acceptance of gifted vehicles has been completed and will be used to assess this vehicle.

Orewa Santa Parade: The committee received a request for vehicles for the Santa Parade. Maybe 4 cars and the fire truck. To be held on 28 November 2020.

Birkenhead Shopping: A further request has been received from the Birkenhead Santa Parade organizing committee. Please contact the committee if you are available.

Morris 8: Tool box on the back obscures the number plate. Tool box should be removed.

Budget: A budget is being completed projecting expenses/income to the next 10 years. In 2023 club will reach 50 years and it is proposed that something special should be arranged for the celebration. Maybe special prizes be considered.

A discussion took place over the existing welders and it was proposed that the purchase of a new MIG welder be approved.

There was discussion over the possible declining membership of the club over the next 10 years however alternative arguments were put forward regarding the membership over the next 10 years.

Northern Corridor: Northern Corridor has been consulted in relation to the damage to the lower field and the matter is still being followed up by the committee.

Constitutional Review: This is still being looked by the new committee and will be discussed at a later date.

Club Parking: We need additional parking and it has been suggested that the front of club rooms cleared and provide for another 15 car parks.

Maurice Whitham

Club Secretary

About Us

Progress
November 2020

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 09-473-5828 or 027-499-5588

Immediate Past Chairman: Kevin Lord 09-413-9157 or 027-235-0142

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

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

Club Captain: Paul Collins 09-422-0500 or 027-292-2204

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

Neil Beckenham 09-426-5831 or 021-588-536

John Higham 09-478-7973

Ray Jackson: 0274 948 159

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

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

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