



North Shore  
Vintage Car Club

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# Progress:

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



Welcome back for another year and eleven more editions of our newsletter. Thanks in advance for your continued support in the form of articles and photos. The club is now back up and running after the Christmas break with Projects progressing well and exciting Runs/Rallies scheduled for the next three months.

As you will see from the Committee Notes we have started the exercise of creating a long term plan for your club. I hope that we will be able to involve our members to help formulate our plans and priorities. The committee are preparing a framework of ideas and priorities. A sub-group of the committee are also reviewing our constitution: the current version has been found wanting on occasions over the past few years and indeed Head Office have recently circulated a new pro-forma document for us to consider.

My MGB is running well at present. I have managed to strip and respray the back valance where 30 years of fuel filler pipe splashes had caused a few cracks in the paint. Next job is to replace the rubber gearbox mounts and the list goes on :-). Please keep us all updated on your cars.

Stuart Battersby email: [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com) or phone: 022 471 2759

## In this edition:

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*Cover girl this month is a 1937  
Willys-Overland and introduces our  
"Focus on the Marque".*



# Chairman's Report: Tony Sparkes

## January 2021

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Happy New Year to you all!

We all know that 2020 was a difficult year for most of the world, and for much of it 2021 will be no different. Through the actions of our Government and all of us, we came through relatively unscathed. But the threat is still there and more virulent than ever. So we must remain vigilant, sign in or QR code wherever you can.

The year started off with some good work to the roof of the restoration shed. Thanks to Ray Jackson, Arnold Van Zon and Phil Smith. It was a very hot day.

Other work at the club and on vehicles has started again and I'm sure that we will have a productive year.

I recently went on a run with another club. We got the best directions ever. "at number xxx turn left/right". No names, but it was a certain Englishman.

Just a note from me about 'phone numbers. I am closing down my office number, and my landline will be 09 473 5872. My mobile will stay the same. Please call if you wish to discuss or suggest something for the benefit of the club.

Finally and sadly I have to report that on the 25<sup>th</sup> January Dick Andrews, one of our longest serving members, passed away. He was an active member of the club for many years and even when he said he was retiring from morning tea preparation, he was still there working away. I specifically remember Dick making me feel welcome when I joined the club 6 years ago. He had a wealth of knowledge about all sorts of vehicles and the skills to go with it.

He will be sadly missed. On behalf of the club, I would like to send my sincere sympathies to his family. They will always be welcome at the club.

On that note please continue to enjoy your cars and the fellowship in our club.

Tony Sparkes: Chairman: NSVCC



*If our cars could talk!*

*Here we see Jim Drummond's Chev shouting at Tony Sparkes Daimler. The Daimler is perhaps replying that the Chev is "Talking through it's Bottom"*



# Club Captain's Report

January 2021

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Greetings to you all.

January is well underway and a new club season has begun. I hope you have had a successful start to the year, and been able to attend some of the many events that are underway already.

Our club scene has had good turnouts on the regular Thursday mornings so far with work progressing around the property and in the sheds too.

Due to the great number of events happening in January we decided not to run a branch event until February. The **SUMMER SAUNTER** has been planned for the 13<sup>th</sup> & 14<sup>th</sup> February, and will travel north to Whangarei, via the Packard Museum, Northland VCC, and the Whangarei Town Basin, before continuing on to Tutukaka for the night. Full details of the Saunter, including Registration Forms will be emailed with this magazine.

Some local touring the next morning, before the journey back home.

Unfortunately due to the proliferation of other events the Summer Saunter does clash with the **Concourse D'Elegance** at Ellerslie on the Sunday 14<sup>th</sup>.

*Paul has kindly listed a number of forthcoming events in our "What's On" section later in this edition.*



*Club Captain Paul Collins betrays a little tension in his smile as his FN struggles to start after the Christmas Break*

**The Bus:** The bus is now back on all six wheels again. They are holding pressure as well! The team is concentrating on the rear bumper and improving the fit to suit the bus profile. Is our bus one of the ones featured in this old movie? [https://www.ngataonga.org.nz/collections/catalogue/catalogue-item?record\\_id=64277](https://www.ngataonga.org.nz/collections/catalogue/catalogue-item?record_id=64277) ....Copy and paste this link into your web browser.

**Chevrolet Taxi: Tony Sparkes:** Jim has nearly finished the interior. However, we need two sun-visors and a glove box carcass. Can anyone help?

**Chevrolet Fire Truck:** All running well and just on regular maintenance from now.

**Bedford Truck: Peter Lloyd:** All the front panels including guards have had a trial fit with no problems. A minor issue on the front guard is being corrected. The existing yellow paintwork has been gently 'scuffed' prior to applying further top coats (Yellow is notoriously 'thin' on coverage and extra coats are required). Masking and respraying is the next task.

**Wolseley: Paul Collins:** Little progress, other than confirming that we need to replace the exhaust manifold gasket and rear frost plug.

**General:** There are often times when our projects need extra hands and we are always keen to ensure that our members have ample opportunities to get involved. At the moment we certainly could do with some help with the giant task of masking off the Bedford bodywork prior to repainting. Similarly we'd like help to "Cut and Polish" the Wolseley paintwork to bring back the original lustre. No experience is necessary and full instruction will be given.

Has anyone got a wheeled tool bench or trolley that they might be able to donate to the club please? Experience with the protracted work on the Chairman's Daimler on our new ramp has really illustrated the benefit of having tools at waist height rather than having to bend right down to the ground after reaching up to work under the car.



*Owen Sturgess and Richard Ellis spot something of interest on the giant straight-six from our Wolseley.*

## A rare find: 1936 Toyota AA: The only surviving example found in Siberia.

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The rarest car in the world, an original Toyota model AA, has gone from Siberian farm life to pride of place in the Louwman Museum, Netherlands.

The car, in its original condition, is the only known surviving example of a pre-World War II Toyota Model AA.

It's a large, rust-marked car standing alone in low light. An unpolished gem that's a treasured piece of Japanese history, it was Toyota's very first production passenger car. The AA was born in 1936 at the automobile division of Toyoda Automatic Loom Works, bearing the name of its founder Kiichiro Toyoda. Before cars, Toyoda's family had built a successful weaving business in Japan, but for the entrepreneurial Kiichiro, inspired by visits to America, its automobiles and its factories, a future making cars beckoned.



*Safe in the Netherlands Museum*

After an early prototype model in 1935, Kiichiro's dream finally became a reality when the Model AA was released to the general public a year later. Inspired by the design of the leading American cars of the time, the AA bore many similarities to the Chevrolet Airflow.

Like the body, the engine was modelled after the proven units found in the USA, so a 3.3 litre, six cylinder unit was developed to power the AA.

The new division needed a new identity, so in 1937 the company ran a competition to find a new name. Thousands of entries later the Toyota Motor Co. was established, its name chosen primarily because it was composed of eight 'lucky' strokes when written in Japanese.

In 1942 – after manufacturing 1,404 cars – the Model AA ended its production run. Now, seven decades later, the significance and rarity of this first car can only be fully appreciated inside the museum.



The fact that the Dutch museum has in its possession one of the most important cars in Toyota's history comes down to a little bit of good fortune and a lot of determination.



# A rare find: 1936 Toyoda AA: Continued

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In 2008, Ronald Kooyman, Louwman Museum's Managing Director, took a call from a contact saying they knew of someone selling an AA. Even though the car was mistakenly advertised as an Airflow the student was convinced of the car's true identity, and, after an exchange of more emails and photos and some intricate detective work, it was indeed confirmed as an AA.

Incredibly, the car was being sold by the grandson of a farmer who had used the AA as a workhorse on his land in Siberia since World War II. Time was of the essence: a flight to Moscow and a connection to the remote Siberian city of Vladivostok resulted in the Louwman Museum finding and acquiring an original Model AA, the rarest in the world.

After seven months of form filling emails and lengthy phone calls, the Russian Ministry of Culture gave the museum permission to take the car out of the country to assume pride of place in its new home in the Netherlands.

What hits you first is the smell, a combination of musty upholstery and oxidised metal. Naturally, a car with this kind of history hasn't survived in perfect condition. Eagle eyed AA experts will notice the newer radiator grille, headlamps, door handles and wheels.

The elegant wheel arches wrap around the tyres and flow into wide doorsills, finishing with a subtle lift at the rear where they meet the curvaceous tail. The imposing bonnet dominates the view, but this is neatly offset by three delicate veins that run down each wing.

A key design feature of an original AA is its split windscreen, and the narrow sliver of glass is still there offering the driver a commanding view down the long bonnet. During its life the discreet wipers have moved from their original top down position to a more modern bonnet level.

Not surprisingly, the interior is still in the condition it was when found and can be best described as 'agricultural', but you soon look past the ripped seats and trims to see how it would have looked when new.

The large three spoke wooden steering wheel appears huge compared with a modern car's and in this example now sits on the left, a switch from its original right hand drive position. Seeing the AA in the condition it was found – ignition key still in the barrel tied with a piece of string, cracked side windows and ripped seat covers – adds to its mystique. Seeing an original AA complete with battle wounds and scars, knowing that when it was collected in Russia it still started and drove, just reinforces the dedication to quality that was at the forefront of Kiichiro Toyoda's approach when he first started building the AA, and is still the heart of everything Toyota stands for today.



# Upcoming Events:

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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.

## February

**February 7: Eastern Bay of Plenty Rally:** Contact [les.gail.costar@slingshot.co.nz](mailto:les.gail.costar@slingshot.co.nz) .

**February 13-14: Summer Saunter Club Rally** (Heading North).

**February 18-21: Art Deco, Napier,** Contact [stevetrott@xtra.co.nz](mailto:stevetrott@xtra.co.nz).

**February 27: Wellsford & Warkworth Branch Swap Meet.**

## March

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

**March 21: Posh Picnic:** Our annual event continues to thrive.

## April

**April 18: Northland Branch Swap Meet, Whangarei.**

**April 24: NSVCC Northern Raid Rally.**

## 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.



*Arnold Van Zon  
and John  
Higham discuss  
the recent  
Spares Shed  
'Tidy-Up' .... And  
very impressive  
it is too.*



# Richard Andrews:

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## Arnold Van Zon pays tribute to a club Legend

Dick was born in SW England and did a mechanics apprenticeship there. After that he was employed by the Post Office in the automotive repair shop section.

After marrying Rachel they migrated to New Zealand about 50 years ago. Here he was also employed as a mechanic and later as a depot manager for the ARC bus depot on the North Shore where he was much respected. He had the ability to converse very effectively at mechanic, driver and top management levels. After retirement he was often asked to come back to assist in management issues with them.

He owned and restored, very skilfully, many vintage cars amongst them Essex, Dodge, Healy, Morris, Austin Metropolitan and Fiat.

Dick was always willing to help others if requested and served on the committee for many years, including a stint as chairman. At the beginning of the Thursday morning working bees he was one of the 3 people initially involved and since Thursday was the only morning he was available as he was then not driving for the Red Cross. So, we can thank Dick for the Thursday choice!

We will miss him.

Arnold

*(Editor: Thank you Arnold. Richard was a very active member of the club as the photos on this page clearly show. Hugely skilled, ready to turn his hand to any task and a great source of knowledge and experience. A real gentleman who will be sorely missed.)*



*Dick as navigator in his Metropolitan at our December 2020 Rally.*



*Richard and Rachel at the 2019 Posh Picnic*



*Neville Gregory, Jim Masson, Richard and Denis Martin before our visit to Whenuapai Air Base*

# Rebirth of a Classic Sports Car: Mike Swanton describes the latest Vauxhall to join his stable: A stunning 1935 Vauxhall DX Stratford Sports

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The car was built in Luton, England, with coach work by Whittingham & Mitchell. It was painted Magic Flame (red) with red leather upholstery and a new safety glass windscreen.

It was built on the new Vauxhall chassis of that year, the 14 horsepower DX, with its new independent front suspension. The Vauxhall Stratford Sports model had previously been built on the prior A-Model chassis which had a more upright presentation that was less sporting. This is the only example of a DX Stratford Sports



*Sporting Lines!*

being brought to New Zealand as recorded in General Motors' records. It is understood that it was brought out for a car exhibition in Christchurch in 1935.

I put the car back on the road with all problems ironed out in January 2021.

The following is a potted history of the car, without going into the unethical way it had sometimes been sold.

The car arrived at the Vauxhall Petone plant on 11 July 1935 and was railed out the same day to Paine Brothers, Otahuhu. After the car show it was sold to a Mr. J N F Ougden, a teacher at Kings College in Otahuhu, for £389. (Kings College remember the teacher as John Sugden and report he died in a shooting accident in 1937).



*Stunning!*

In 1938 Mr. K R Arnott of Palmerston North bought the car from Fowler Motors in Palmerston North for £350 and eventually sold it back to Fowler Motors in 1942 for £500. The history is vague for a period after this but the car was abandoned in the 1950s after a tough life. Almost every mechanical component was worn out.

In 1972 the car is owned by a Mr. W D Goodall of Napier and it is being advertised for sale. He writes to an interested buyer, Mr. Palmer, and describes the car as having sat outside for around 17 years. His description of the car is that the rear has mainly rotted away but the front is in restorable but in rough condition. In 1976 Colin Henderson of Lower Hutt purchases the car from Lew Palmer in Taumaranui. Lew Palmer hadn't furthered the restoration and Colin Henderson establishes the above history of the car. Peter Ryan of Upper Hutt then purchased the car, date unknown. He concentrated on the dashboard restoration.



John Riley of Upper Hutt purchased the car in 2000 from Peter Ryan. Body restoration commenced and the rear of the car is built up using the rusted “Jig Saw” pieces of the original car. A 1937 DX engine is used to get the car mobile.

I purchased the car from the estate of John Riley in 2012. John Stringer rebuilt the wooden body on proper wooden rails and Robbie Torrington strengthened and shaped the body work. The original 1935 DX engine block was rebuilt by Dion Coleman whilst the 1937 DX engine was installed in a 1937 DX that I had that hadn't got an engine. That was fortuitous!



*Fabulous Front Grill and the famous Vauxhall Scallops*

The car was upholstered in an off white leather by Greg Wills of Parkway Upholstery in Silverdale and was painted the original red by Mark Fletcher of Fletcher Spray Painters in Wainui. Wayne Gracie rebuilt the suspension and mechanicals back to original specs with the help of Dion Coleman reconditioning the many components.



*Leather upholstery absolutely suits the car.*

*Editor: Many thanks to Mike Swanton to showing us the latest addition to his Vauxhall family. Your unique cars have certainly opened my eyes to the better days of a marque that previously I only remember for rusty old Vivas and Crestas!*



# The devil is in the detail: An interesting little tale from club member Chris Field

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Being a bit of a stickler for detail and knowing that the 'devil is in the detail' as far as insurance goes, I notified Vero insurance (VCC policies) that I had temporarily garaged my Rolls Royce in the NSVCC facilities, instead of my home address.

I did this by email because it's virtually impossible to get through by phone without waiting on hold for sometimes over an hour. I explained clearly why I was advising them and that I was simply garaging my Rolls at NSVCC instead of at home.

Their first response asked me to confirm that I was cancelling my policy.....pardon me....can't these people read English; so I explained again..."no, I'm just advising Vero that I'm garaging my car at NSVCC"

Their next response was to advise that my advice would need to be considered by their underwriter and they would get back to me.

Some days later they advised that their underwriter had reviewed the changed location of my car and that was OK.

Today I received two invoices from them; one cancelling my insurance policy and refunding \$72.54, the second opening up a new policy at a cost of \$72.55.

Also in the post was a letter asking me to pay \$0.01 (inc GST)

As I said, "the devil is in the detail"

Today, I moved my 1924 Vauxhall 23-60 into the same NSVCC garage.....*"here we go round the mulberry bush, the mulberry bush, the mulberry bush ....."*

Maybe other members with Vero policies and cars garaged in the NSVCC garage should advise Vero as well, because if the place burns down and they haven't, they might have some real problems from that 'devil in the detail'.



*The aforementioned Rolls Royce, 'Burnin' Rubber' in the club carpark.*

# Here's one I made earlier: The restoration of Grandad's 1956 Ford 100e Prefect Deluxe

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As many of you know I am a bit of a fan of the humble English Ford sidevalve. As a penance for not providing enough of your own stories for this edition I have decided to tell you about my own restoration of my wife's Granddad's Ford Prefect.

Arthur Welch bought the car new in 1956. He always maintained that through business relationships the engine was "Run-In on the bench" at Dagenham. In the early 1970s we lived in Reading, Berkshire and would regularly drive over to Cambridge to visit Grandma and Grandad. I always managed to spend a little time fiddling, furtling and polishing the old Prefect. In 1984 we emigrated over to Wellington. Whilst we were there Granddad passed away and one of the other grandchildren was desperate for transport and took the car to Swindon where he used it as a daily driver (on the M4), through all weathers for the next 5 years.

After we returned to the UK I managed to persuade our cousin to let go of the car (which was off the road by that time) and we shipped it up to Cheshire. It was pushed into the garage and remained there for the next 16 years until I finally had the time to start working on restoring the car.

**Acid Dipping and Electrophoretic Coating:** I decided that I would go for a full bare metal restoration and so the first step was to strip the car completely. Everything came out and off; engine, gearbox, chrome, electrics, seats, doors, guards, lids, wheels and transmission. We then loaded everything onto a trailer and took all the metal work down to the West Midlands and a plant that looked like the "Gates of Hades". There were 4 separate sheds each one containing, bubbling steaming baths of acid and various washes and plating chemicals.



*1974: Your editor fiddling and furtling*



*Relaxing in the garage*



*Step 1: Acid dip and coating*



## Here's one I made earlier: Continued

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Since the monocoque body was fundamentally sound I decided to strip and protect the body first and then fix any small problems once I had it back home without any filler or paint remaining.

**Patches and Panels:** Overall I was very pleased with what was revealed by the dipping process. Although as expected I needed to replace the lower quarters of the front wings and do some work around the rear wheel arches and door bottoms. Replacement wing quarters were available off the shelf. But I had to fabricate replacement sections for the wheel arches and door bottoms. I had never done any welding before, but I purchased a reasonable quality MiG welder and with some practice gradually became proficient enough to complete the tasks. I also had to do some welding work on the cill ends and front valance. Panel gapping was never wonderful on these old Fords so I improved that by welding lengths of thicker wire onto the trailing edge of all doors.

**Primer, Filler and Topcoat:** I was lucky enough to have enough space in our wooden garage to build a poly spray booth for all the paint work. There was never quite enough room to spray the full body though, but thankfully a kind spell of summer weather allowed me to do the body outside. Colour matching to a 1956 enamel "Warwick Green" was always going to be difficult, but before we sent the body to the dippers, I cut and polished a number of different parts of the old finish and then borrowed the "Green Samples Drawer" from a mate's spray shop and over a number of days, sunny, cloudy, dawn, dusk and midday we (actually Helen) selected the best match and chose a Citroen colour "Verte-Guinee". I used cellulose lacquer as the easiest (and safest) product to apply at home.

**Re-assembly:** I had decided to get all the bodywork completed and re-assembled with running gear, glass, trim and electrics before starting on the engine. One side-effect of acid dipping is that every layer of sound deadening needed to be replaced, so many hours were spent rolling out "Dynamat" on the floors, roof and all panels to prevent the "Caribbean Steel Band" effect. At this stage I remade and installed the wiring loom back in the car.



*Door bottom repairs*



*Home built spray booth*



*Primer, stonechip, primer, gloss*



*Bodywork sprayed*



## Here's one I made earlier: Continued

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I bought a pre-made roof liner and a upholsterer re-covered the seats, but other than that and a machine shop to rebore the cylinders and skim the head I did everything myself.

**The engine:** The 1172cc, 4-cylinder, sidevalve was practically unchanged since the Model Y was introduced in 1933. After stripping everything down I found bits of a piston ring in the sump and scoring inside one of the cylinders. Off to a machine shop in Stoke-on-Trent for a re-bore (+30), mains and big-ends, and a camshaft line bore. I managed to get most of the spares (pistons, gaskets, valves and most bearings) from The Ford Sidevalve Club. The cost of white-metalling the con-rods was prohibitive and so I got some shelled rods from another supplier. They were rubbish! It took four attempts to get a set of con-rods that weren't massively unbalanced and where the big-end was actually round. (3rd world manufacturing tolerances leave a lot to be desired).

**The devil is in the detail:** Everything, every component, every wire, every pipe, every gasket, nut and bolt was removed, dismantled, cleaned or replaced. There's no doubt that I went a bit crazy in restoring the Prefect. Every single item was broken down into the smallest component, prior to cleaning and reassembly. You can see from the photos on this and the next page the level of detail to which I went in the restoration.



*Engine stripped*



*New engine components*



*Solex Carb, stripped. Cleaned and reassembled*



*Front Struts*



*Restored Boot Handle*



*Diff and rear axle*



*New carpets and interior*



*Restored Dash*



# Granddad's Prefect: Final photographs

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*Re-upholstered seats*



*Exhaust Manifold*



*1172 cc of screaming  
Ford Sidevalve power  
waiting to be unleashed!*

*Eat your heart out small  
block Chevvys*



*All the hard work paid off as "Granddad's Prefect" was awarded "Best 1950s Saloon" at Tatton Park Classic and Performance Show, typically with over 2500 cars on display. The Prefect won many other awards between 2013 and 2018. It took my daughter to her wedding, drove faultlessly (even over the Pennines and North Yorks Moors to Heartbeat Country) and is now safely nestled in a museum in East Anglia.*



# Candid Camera: Photos from around the club taken by Terry Costello and Stuart Battersby

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*New skylights in the restoration shed*



*Wooden wheel arch for the BSA*



*Richard Ellis with orange*



*BSA load bed looking good*



*Jim Woonton and Bob Fairburn*



*Left: Bill Duffy and Jimmy Drummond discuss spares*



*Right: Tony Gillet and Gordon McGhee having a natter*



*Bruce and Neville chased by Richard Lloyd*



*BSA differential clean-up*



**Early history:** In 1908, John Willys bought the Overland Automotive Division of the Standard Wheel Company and in 1912 renamed it Willys–Overland Motor Company. From 1912 to 1918, Willys was the second-largest producer of automobiles in the United States after Ford Motor Company. In 1913, Willys acquired a license to build Charles Knight's sleeve-valve engine which it used in cars bearing the Willys–Knight nameplate. In the mid-1920s, Willys also acquired the F.B. Stearns Company of Cleveland and assumed continued production of the Stearns-Knight luxury car, as well.



*1920 Willys Knight*

John Willys acquired the Electric Auto-Lite Company in 1914 and in 1917 formed the Willys Corporation to act as his holding company. In 1916, it acquired the Russell Motor Car Company of Toronto, Ontario and the Curtiss Aeroplane and Motor Company. They also bought New Process Gears in 1917 and in 1919 acquired the Duesenberg Motors Company plant in New Jersey. The New Jersey plant was replaced by a new, larger facility in Indianapolis, and was to be the site of production for a new Willys Six at an adjacent site, but the depression of 1920–21 brought the Willys Corporation to its knees. The bankers hired Walter P. Chrysler to sort out the mess and the first model to go was the Willys Six, deemed an engineering disaster. Chrysler had three auto engineers: Owen Skelton, Carl Breer, and Fred Zeder who began work on a new car, commonly referred to as the Chrysler Six.

To raise cash needed to pay off debts, many of the Willys Corporation assets were put on the auction block. The Elizabeth plant and the Chrysler Six prototype were sold to William C. Durant, then in the process of building a new, third empire. The plant built Durant's low-priced Star, while the Chrysler Six prototype was substantially reworked to become the 1923 Flint. Walter Chrysler and the three engineers who had been working on the Chrysler Six all moved on to Maxwell-Chalmers where they continued their work, ultimately launching the six-cylinder Chrysler in January 1924. In 1925, the Maxwell Car Company became the Chrysler Corporation.

**Depression era:** In 1926, Willys–Overland introduced a new line of small cars named Willys–Overland Whippet. In the economic depression of the 1930s, a number of Willys automotive brands faltered. Stearns-Knight was liquidated in 1929. Whippet production ended in 1931; its models were replaced by the Willys Six and Eight. Production of the Willys-Knight ended in 1933. There was also a pickup truck version of the Whippet, called the Willys-Six C-113 (reflecting its wheelbase in inches). This was not a sales success, with a mere 198 units being built. This vehicle was picked up by International Harvester, who installed their own 213-cubic inch engine and offered it in 1933 as the International D-1.



*Willys-Overland Whippet*

In 1932, Ward M. Canaday, who beginning in 1916 had done advertising for the company before becoming a full-time employee, had taken on the role of chairman. He helped guide the company through its current receivership. At this time, Willys decided to clear the boards and produce two new models; the 4-cylinder Willys 77 and the 6-cylinder Willys 99. As the firm was once again on the verge of bankruptcy, only the 77 went into production. It was forced to sell its Canadian subsidiary, itself in weak financial shape, and started a massive reorganization. Only the main assembly plant and some smaller factories remained the property of Willys–Overland. The other assets were sold off to a new holding company that leased some of the properties back to W-O. The parent company was thus able to ride out the storm.



1937 Willys-Overland

In 1936, the Willys–Overland Motor Company was reorganized as Willys–Overland Motors. In 1937, Willys redesigned the 4-cylinder model. It gained a semi-streamlined body with a slanted windshield, headlamps integrally embedded into the guards, and a one-piece, rounded hood transversely hinged at the rear.

For 1939, the Model 39 featured Lockheed hydraulic brakes, a two-inch increase in wheelbase to 102 inches and an improved 134 DID four-cylinder engine with power increased from 48 to 61 hp. The Model 39 was marketed as an Overland and as a Willys–Overland rather than as a Willys.

**World War II and the Jeep:** Willys–Overland was one of several bidders when the War Department sought an automaker that could begin rapid production of a lightweight truck based on a design by American Bantam. In 1938, Joseph W. Frazer had joined Willys from Chrysler as chief executive. He saw a need to improve the firm's 4-cylinder engine to handle the abuse to which the Jeep would be subjected. This objective was brilliantly achieved by ex-Studebaker chief



WW2 Willys Jeep

engineer Delmar Roos, who wanted *“an engine that could develop 50 horsepower at 4,400 r.p.m. and run for 150 hours without failure. What he started with was an engine that developed 48 horsepower at 3,400 r.p.m., and could run continuously for only two to four hours”* It took Barney Roos two years to perfect his engine, by a whole complex of revisions that included closer tolerances, tougher alloys, aluminium pistons, and a flywheel reduced in weight from fifty-seven to thirty-one pounds.

Production of the Willys MB, better known as Jeep, began in 1941, shared between Willys, Ford, and American Bantam. 8,598 units were produced that year and 359,851 units before the end of World War II.



Willys–Overland ranked 48th among United States corporations in the value of World War II military production contracts. In total, 653,568 military Jeeps were manufactured.

The origin of the name "Jeep" has been debated for many years. Some people believe "Jeep" is a phonetic pronunciation of the abbreviation GP, from "General Purpose", that was used as part of the official Army nomenclature. The first documented use of the word "Jeep" was the name of a character *Eugene the Jeep* in the *Popeye* comic strip. It was also the name of a small tractor supplied to the U.S. Army by Minneapolis-Moline in 1937. Whatever the source, the name stuck and on February 13, 1943, Willys–Overland filed a trademark application on the use of the term "Jeep" with the U.S. Patent Office. After several denials by the patent office and appeals by Willys–Overland, the trademark "Jeep" was finally awarded to the company on June 13, 1950.

**Post-war struggles:** After the war, Willys did not resume production of its passenger-car models, choosing instead to concentrate on Jeeps and Jeep-based vehicles. The first post-war Willys product was the CJ-2A, an MB stripped of obviously military features, particularly the blackout lighting, and with the addition of a tailgate. Willys initially struggled to find a market for the vehicle, first attempting to sell it primarily as an alternative to the farm tractor. Tractors were in short supply, having been out of production during the war. However, sales of the "Agri-Jeep" never took off, mainly because it was too light to provide adequate pulling power.

The CJ-2A was among the first civilian vehicles of any kind to be equipped with four-wheel drive from the factory, and it gained popularity among farmers, ranchers, hunters, and others who needed a lightweight vehicle for use on unimproved roads and trails.

**1950s:** In 1952, Willys re-entered the car market with a new compact car, the Willys Aero. At first available only as a two-door sedan. Export markets could get the Aero with a four-cylinder engine. A four-door sedan and a two-door hardtop were added for 1953 along with taxi models. The Aero cars were called Lark, Wing, Falcon, Ace, or Eagle depending on year, engine, and trim level, except for a small production run in its final year (1955) with models called Custom and Bermuda. The bodies for the Willys Aero were supplied by the Murray Body Corporation, which also made the bodies for the short-lived Hudson Jet. Also in 1952, CJ-3B Jeeps went into production. By 1968, over 155,000 were sold.



1952 Willys Aero

In 1953, Kaiser Motors purchased Willys–Overland and changed the company's name to Willys Motor Company. The same year, production of the Kaiser car was moved from Willow Run, Michigan, to the Willys plant at Toledo, Ohio.

Although Jeep production was steady, sales of the Willys and Kaiser cars continued to fall.

**Legacy:** Kaiser-Jeep was sold to American Motors Corporation (AMC) in 1970 when Kaiser Industries decided to leave the automobile business. After the sale, AMC used engines it had developed for its other cars in Jeep models to improve performance and standardize production and servicing.

Renault purchased a major stake in AMC in 1979 and took over operation of the company, producing the CJ series until 1986. Chrysler purchased AMC in 1987 after the CJ had already been replaced with the Jeep Wrangler, which had little in common with the CJ series other than outward appearance. The Jeep marque, owned by DaimlerChrysler and later Fiat, produces Jeep vehicles at a new Toledo Complex. DaimlerChrysler introduced the Overland name for a trim package on the 2002 Jeep Grand Cherokee. The badging is a recreation of the Overland nameplate from the early twentieth century.

In 2014, the *Willys* trademark was acquired by Italian Carrozzeria Viotti. Carrozzeria Viotti together Fabbrica Italiana Maggiora introduced at the Bologna Motor Show 2014 the Willys AW 380 Berlineta, a concept car inspired by the original Willys Interlagos assembled by Willys in Brazil under license of the French Alpine. Viotti and Maggiora planned to produce the vehicle in limited edition and relaunch the Willys marque.



*2021 Edition Jeep Wrangler and  
the enduring grill design*



*Willys Interlagos: You can't keep a good Willys down!*



# New Design Ford Model A Radiator Stone Guard:

Our Beaded Wheels scribe, Richard Bampton  
on a flight of fantasy

Progress  
February 2021

The author of this little piece was gratified to discover that there is an alternative to the poorly designed stone guard which is frequently fitted to Ford Model As. The photo below shows the original unfortunate design. Admittedly it does stop stones from damaging the radiator, but the photographs below show a number of superior patterns, increasing in desirability across Figures 1,2 and 3



*The Original Classic Design*



*Figure 1: Simple, clean lines*



*Figure 2: Detailed improvements*



*Figure 3: Design Perfection  
(Editor: Take more ice with it Richard!)*

# Committee Notes: January 2021

## Synopsis of the latest committee meeting discussions

Progress  
February 2021

**New Members:** Robert Bruce and Don Bloodworth

**Summer Saunter:** Flyer for Summer Saunter being prepared by P. Collins including an application form.

**VIC Forms:** VIC Forms were replaced in November and have since been updated again. Warwick Orr has agreed to do VIC applications. The main difference is that the engine and chassis numbers need to be photographed in future. It is important that the latest forms are used.

**Curtains:** Replacement curtains have been approved for the clubrooms and it was agreed by Committee that a general freshening up of the Clubrooms is necessary, especially before the 50<sup>th</sup> year celebrations. The installation of a heat pump is also being considered.

**NZ Radio Society:** The NZ Radio Society have been given permission to use the clubrooms for their monthly meetings.

**Constitution:** A number of issues relating to the constitution were raised and discussed by the committee. This is part of the on-going work to revise the club's constitution.

**Alarm Responders:** A. Van Zon will be a second responder (John Higham is first responder). Ross Moon to check with the alarm company.

**Five year plan:** The question of a 5 year plan was discussed with the initial input being made by the committee by way of a questionnaire. It was felt that there is a need to bring together all the various ideas involving the club and prepare some sort of priority to be achieve them.

**Thursday morning:** Some members come on Thursday mornings and leave early as there is nowhere for them to fit into one of the projects, as the projects are already fully staffed. A list of work needed to be done is to be prepared and an announcement will be made on Thursday morning.

**Caltex Sign:** Caltex looking at the possibility of replacing the sign. To be left for a month or so at this stage.

**Brake Testing Machine:** Has been serviced and is currently working okay now.

**Maurice Whitham:** Club Secretary



# About Us

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February 2021

**Club Address:** 40 Masons Rd, Albany, 0632

**Phone:** 09-4792779: **email:** [northshorevcc@gmail.com](mailto:northshorevcc@gmail.com)

**Website:** [www.vintagecarclub-northshore.co.nz](http://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

**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

**Mike Swanton:** 09 426 0011

**Arnold Van Zon:** 09 473 5750 or 027 2765336

**Magazine Editor:** Stuart Battersby: **Tel:** 022 471 2759: **Email** [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com)

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