



North Shore
Vintage Car Club

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Progress:

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



Another month of lockdown under our belt and so far it looks like we are on the right track. Once again I have had huge support from the membership in respect of articles, photos and contributions. Thank you!

I have just received an email from Kevin Lord, confirming that the clubhouse and grounds will be opening this coming Thursday, 4th June. Restrictions will apply. See STOP PRESS on the next page for the full text of Kevin's email.

I've been doing a lot of work on the MG and unfortunately been uncovering a few gremlins in the process. I have written out a few notes on my experiences in this edition.

The new national club on-line discussion forum has been keeping Rosalie Brown from Head Office and me very busy as we try and moderate the discussions to keep them on track and interesting. I have been surprised by the strength of feeling that still exists in some parts about the "30-Year Rule" and welcoming more modern classics into the club. It's very heartening to know that our branch is very open, inclusive and supportive of all ages of vehicles. I hadn't realized how fortunate we were in that respect.

At this time of year I would have imagined being in the UK for a few weeks, enjoying the weather and catching up with friends and family. Goodness knows when we'll get back over there. We hope the doors will be open by Christmas time as our daughter is expecting her second child then. (Although I can't say I'm looking forward to a British winter)

Thanks again for all your contributions and **PLEASE** continue to send me Photos, Stories, Ideas in order to keep us all entertained and enlightened.

Stuart (Email: battersby56nz@gmail.com or Call 022 471 2759)

- * **Chairman's Message:** Kevin Lord.
- * **Can you guess what it is yet?** Hood/Bonnet ornaments.
- * **Club Captain's Report:** Richard Lloyd.
- * **Every time you fiddle something else breaks.** Lock-down with an MGB.
- * **Lockdown in Peru:** Trevor Larsen relates his experiences.
- * **Electric Bicycles?:** Don't ask me I'm only the editor!
- * **Coromandel Lockdown:** Terry Costello "Lost in Space".
- * **Focus on the Marque:** Austin. Bob Maddox writes of early Austins.
- * **Fiat Three-Wheeler Special:** Roger Dilley reports on a Father and Son Project.
- * **1930 Alfa Romeo. 6C 1750:** A revolution in Motor Racing.
- * **39 Ford Tucson Coupe:** Peter Riley.
- * **NZ VCC Discussion Forum** and quiz answers.
- * **Committee Notes and Committee Nominations Form.**
- * **About Us:** Who's who and where's where.

Cover car this month
Pre-production 1922 Austin AB Tourer
(Chummy) with Herbert Austin at the
wheel.



STOP PRESS:

N.S.V.C.C Branch Reopening

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The club and grounds will be opened by committee member Neil Beckenham on Thursday 4th June at 9 am closing 12.30pm.

Morning tea and coffee will be available. No food. Restrictions Apply.

Social distancing required as per level two. You will be required to sign the register and hand sanitise as directed by this committee member. Welcome back all!

Chairman Kevin Lord

Chairman's Report May 2020: Kevin Lord

Hoping all are well. Many of us are missing our Thursday work shop restorations. I hope we can get back together soon.

I have had time to look back on how this all started.

Back in 2008 at our A.G.M there was a group who wanted to get rid of the Dennis bus as it had been in the branch since 1975, with little progress. I had been involved with the Dennis from this time, and I was asked its history involving the North Shore. Most of the members did not know the history. A vote was taken with a huge majority in favour of keeping this project.

Immediately after this Clive Sandham put forward a motion to start a Thursday morning restoration workshop, I seconded this motion and it was passed (realising there were a lot of members reaching retirement age).

First Thursday three members arrived to work on the bus, Clive Sandham, Warrick Orr and myself with two more, Neville Gregory and the late Murray Henderson there to work on the Chevy fire engine, a total of five. Now 12 years on we have 50 plus members working on several projects plus club house and grounds maintenance and parts shed. A real success story.

This would not have come about without the dedication of committee members who spent many hours of their own time machining special tools and jigs. One example of many: Dennis radiator quote to rebuild was \$12,000. For this Clive Sandham manufactured a die-cutter and press to do this job at no cost to the branch. Another example: Maurice Witham brought his earth moving equipment with the help of his son and daughter excavated the foundations for both new sheds. We now have two new large sheds, one bringing in a regular good income for storage of private vehicles, thanks to the forward thinking of the committees over this 12 year period. Member numbers during this time has increased by over 100, membership now stands at approx. 220.

Let's keep working together with our common interest of all old cars. Progressing as a friendly branch with eyes to the past and future.

Kevin Lord: Chairman NSVCC

Bonnet/Hood Ornaments

How well do you know your adornments:
(Answers on Page 22)

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Club Captain's Report

May 2020

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Hi all,

We are all still living through the Covid19 pandemic but there is a faint glimmer of light at the end of the tunnel providing there isn't a second wave. We have all been in lockdown for several months and currently are still in Level 2 which allows us a bit more freedom.

There hasn't been much chance of taking part in Rallies or any sort of get togethers apart from the hugely successful virtual rally. We will be attending our first physical committee meeting on Monday 25th May as long as there are no more than 10 members present and physical distancing is practised.

We haven't had a "Real Life Run" for some time but we are all looking forward to holding one very soon if all goes well. I hope everyone has been turning over those engines and polishing their trusty vehicles?

It is nice to see the lawn has been mown around the Clubrooms. I expect there will be plenty of stories coming out of the home sheds as the petrol heads start surfacing again. As for me, I have been chopping firewood in anticipation of an extra cold winter following the glorious weather we have had since the drought started. We planted about an acre of blackwood trees years ago and they make excellent firewood. It is much sought after wood for furniture because of the beautiful grain. Maybe I will take up furniture making!!

Richard Lloyd
Club Captain
NSVCC



Richard, perhaps there's a business opportunity in bespoke Blackwood dashboards?

“Every time you fiddle something else breaks” : My wife’s view of my pastime.

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Well have I been having fun with the MGB? Just before we went into lockdown I started to pull together a list of parts required to sort out all the ‘niggles’ that I had discovered over the summer. Nothing serious, but I am a bit of a perfectionist and wanted everything right. The first and pretty straightforward job was to replace the front brake discs, stub axles and king pins. I managed to get a good price on new pads and discs from Sports Car Spares in Tauranga but I ordered a pre-built stub-axle/king-pin assembly from the UK MG Owners Club. Installation, apart from the care required managing front coil springs was actually very easy. The work has made low speed manoeuvring much easier plus of course braking is much improved.

Next it was the turn of the rear axle, with new brake shoes, half-shaft oil seals and replacing the badly worn differential thrust washers. Again all went well, although the ‘diff’ work required some strenuous contortions to complete with the car only on axle stands. The thrust washer replacement has immediately fixed the ominous rear-end metallic ‘Clunk’ heard when dropping the clutch.

Brimming with confidence I then set about fitting service kits to the twin SU carbs. The kit supplied directly from Burlen (SU manufacturers in the UK) comprised new seals, new jets, needles and float valves. The work went comparatively well apart from some fiddling and fettling to reconnect the choke levers to the jets. A quick set up, which all went well and onto the next job, which was to look at a small paint bubble on the nearside rear wing.

I stripped off the paint and found the bubble just to be drying out of a layer of ‘bog’ covering where the car had new rear wings welded on 25 years ago. I was very pleased to find NO RUST. I think perhaps that the bog was a little too thick and had distorted. I sprayed a quick splash of etch primer over the bare metal and set forth down to see Car Colours in Albany for a can or two of matched aerosol paint..... I got just 2km!! The engine started burping and coughing and clearly wasn’t happy so I turned around and limped back with a plan to fix the issue and drive down later in the week..... But we went into full lockdown.



MGB differential thrust washers



These should be flat at 35 thou’ thick. The worn lip was 10 thou and overall thickness was down to just 20 thou.

“Every time you fiddle something else breaks” (continued)

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I did manage to get some filler and primer and have fixed the rear wing, but still needed the topcoat. During lockdown I have stripped those re-serviced carbs again, reset the tappets, reset the timing, but the car was still unhappy. I assumed that the problem was fuel, as that's what I had been messing with. Eventually, however I switched attention to electrics and went through the system of cleaning all connections, checking for spark etc. Just about the last connection to check was the coil to distributor HT lead. The distributor end of that lead was a disaster area. (see photo). Obviously damp had got into the terminal and the electrical discharge had just eaten away at the contacts.



Distributor cap erosion

By now we were back at Level 2 and I managed to pick up a carbon HT lead at Supercheap. Easily fitted, but unfortunately hasn't solved the problem. Yesterday I swapped the damaged, but cleaned distributor cap with a spare, but I haven't had time get a run it to see if that's fixed the issue. I hope this is the problem sorted, but in the back of my mind I am wondering if this erratic HT connection could have “blown” the electronic ignition components in the distributor. (They are allegedly very sensitive).



HT Lead erosion

I think that there's another underlying issue around as well in that at idle the timing is a bit 'jerky' every so often, under the strobe timing light, the timing jumps 5 to 10 degrees. According to my research and various MG forums this is very likely caused by wear or damage to the timing chain tensioner. Again a simple but fiddly job to inspect and fix without removing the engine, but the job requires the radiator removal.

So there we are! I've actually quite enjoyed the lockdown, I've been very busy on the MG (which after all is my hobby), but I'm a little frustrated that I haven't managed to properly finish all my jobs.



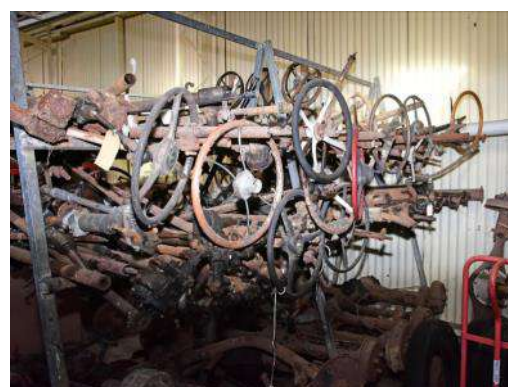
Rear Wing repairs. When our 7 year old grand-daughter saw this she said, “Cool Grandad, do the other side to match”

Upcoming Events:

There are none!

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As everyone is aware we are still under Level 2 with limits on physical distancing and numbers in any meeting. At this point we are awaiting advice from Head office, with regarding to re-opening of our facilities and planning events and rallies. Hopefully we will return to some sort of normal in the not too distant future. In the meantime here's a few photos from happier days.



Our normal regular weekly timetable of events is shown below, but at this stage we are only slowly re-opening under Level 2 Lockdown Rules.

Regular weekly timetable as below :

- Every Wednesday Club-Night: coffee, tea and banter. **AWAITING CONFIRMATION OF RESTART**
- Every Thursday Morning 9am—Noon : Restoration shed, Spares Shed and Library all open. Coffee, tea at 10.30. Restrictions currently apply.

Lockdown in Peru.

If you think that your lockdown was tough

Read here how club spares guru Trevor Larsen spent his lockdown

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Three months of exploring and travel through South and Central America stretched in front of us as we departed from Auckland in early February. We arrived in Buenos Aires and spent the next five and a half weeks travelling Argentina, Iguazu Falls, Brazil, Lima and Bolivia.

Arriving back in Lima in the late afternoon, after two and a half weeks exploring the southern parts of Peru and travelling into Bolivia, the first thing we noticed was that the usual noise and bustle of the city's roads had fallen to almost silence and there was only the odd car on the road.

We had left Cusco that afternoon after having visited Machu Picchu two days before. Now we were headed on to Bogota, Colombia. Just that day we had heard that New Zealand were possibly going to close their borders as the Corona virus had arrived there. After some thought and discussion on the night of our Machu Picchu visit, we awoke the next morning both having decided it was in our best interests to cut short our plans to travel north through Central America and on to Mexico, Cuba and the United States, and to head home. The effects of the virus were slowly encroaching on both South America and New Zealand.

Our first confirmation that we had made the right decision came when we were only able to book flights out of South America and back to NZ 9 days ahead. Lots of other people obviously had the same idea. Having booked to leave Buenos Aires on 23rd March (9 days off), we planned to continue to Bogota and make our way back to Buenos Aires for our flight.

As we left Cusco there was no indication of what was about to happen. Had we been able to understand more Spanish we would have known that the Peruvian president was going to make an announcement that evening to the people of Peru, that had returned the people, off the roads, out of shops and to their homes. Even finding a shop open so we could feed our very hungry selves proved impossible.

The next morning we arrived for breakfast in our hostel to a bustle of conversation that we could not fully comprehend. A young American couple informed us that

as of midnight that night Peru's borders were closed to all movements in or out of the country and that there was no internal movement around Peru allowed for the next 14 days.

The President had brought the whole country to a halt in an attempt to control the spread of Covid 19, only food markets and medical services were to operate. People were to stay indoors at all times. Slowly over the next two weeks we fell into a routine which revolved mainly around meals, a daily walk to the supermarket or Pharmacy and trying to exercise by moving around the large and roomy corridors of the 120 year old building.



Trevor Larsen describes a traumatic lockdown



Trevor and Maree on "Cloud 9" before the pandemic hit.

Lockdown in Peru (continued)

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Among our fellow lock-downees were travellers from South American countries, the USA and Europe along with an Australian couple and one other Kiwi. The atmosphere was jovial and almost party like initially. However, as the fortnight neared its end, the lock-down was extended and people became a little frazzled and anxious as other countries closed their borders. The world slowly closed down, including ours.

Further to the lock-down, the president had ordered that three days per weeks, men could go out on the street for shopping and three days women could go out in an attempt to further reduce the movement of people and the virus. On the seventh day, no one was to go out.

Our concerns over getting home had lessened when we managed to book and pay for seats on an Australian charter flight to Sydney. We would then buy tickets onto Auckland. EASY! We were going home after two weeks in lock-down.

Two nights before the scheduled departures, our excitement was shattered by a phone call telling us that as there were no flights out of Sydney to Auckland on the day of arrival in Australia and Australian borders were closed, we would be unable to board the plane. We were devastated, especially as at this time our own government were telling us that we should prepare to hunker down for the foreseeable future.

Our routine continued and slowly the hostel was clearing out as travellers were able to get aboard flights home mainly through the USA and Europe.

Our opportunity finally arrived when due to the position of some Kiwi's in other parts of Peru becoming untenable (military rule was becoming very threatening for them) the New Zealand government decided that repatriation flight was necessary.

It was with much relief that after four and a half weeks in lock-down and with the lock-down been extended until the end of April that we departed Lima for New Zealand on Easter Monday. Arriving in Auckland, we were taken to The Pullman Hotel to begin the next part of our lock-down experience; two weeks in isolation, finally arriving home to Taupaki on the 29th of April, eleven days before our previously planned return.

Trevor and Maree Larsen



Stunning photographs of Macchu Piccu remain as memories from an "interesting" holiday

What a story from Trevor! Thanks for preparing this for us Trevor. It's good to have you back!

And now for something completely different! (Ray Urbahn tells us of his bicycle.... Well I did ask for input!)

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I have had this bike for a couple of years and use it locally for mini shopping, bowls club and the odd burn (*Burn!? Ray it's a bicycle!!*) around the local bike ways. This model "Smartmotion" has a 500watt hr lithium ion battery, a 300watt motor, a centre mounted LCD console with five level pedal assist, a full function throttle assist and an eight speed gear change system.

The LCD console shows pedal assist level, odometer, trip meter, hour meter, power output and battery usage. On a flat surface, the five level assist, (the pedals only need to be moving without any load) in conjunction with the appropriate use of the eight speed gear change system, the speeds obtained are approx., Lev 1 = 12kph, Lev 2 = 16kph, Lev 3 = 22kph, Lev 4 = 27kph and Lev 5 = 32kph.

The throttle assist function does not require any pedal effort and is ideal for starting off, and again, dependent on the setting of the of the eight speed gear system, a twist of the throttle will propel the bike to 20kph+ in a few seconds, (ideal for taking off at the lights.) The usual question is "How far will she go?"

The 36volt, 15.6amp hr. battery has a capacity of 560watt hours. 1. Assuming a gentle undulating surface with reasonable leg power = 7.5watt hr per kilometre would travel up to 75km. 2. A hilly surface with more leg power and some throttle = 12watt hr per kilometre would travel up to 50km.

Other features :- Hydraulic front suspension and suspension seat post. Operating either brake automatically cuts motor power and restores it when released. Powerful disc brakes --rear lights operate when braking. If it becomes necessary to push the bike, a walk mode button allows a 6kph battery assist. Have I converted anyone?



Ray Urbahn



I think this is a bicycle??



The cycle version of a dashboard



Thanks for the article Ray. All joking aside, I actually found it all very interesting. However most reputable health experts recommend continued and purposeful application of V8 power. As exhibited by your superb Daimler.

Lockdown in Opito

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Regular correspondent Terry Costello describes his slice of paradise during lockdown

Well what a great opportunity Joss and I had at Opito Bay, Coromandel at our beach property during Covid 19 Lockdown.

We had been entertaining friends from Australia Bill and Sheryl with David Lane and Sally at Opito Bay when all of a sudden news came through that we are to be locked down. Bill was given 4 hours to return his camper van and luckily just made it in time, then were able to fly back to Australia cutting their holiday short. David and Sally returned home to Mt Eden.

That left Joss and I at Opito Bay where we stayed until alert level 2 allowing us to return to our home in Mt Eden.

The 2 months of Lockdown at Opito proved to be a wonderful experience for us both, it took about 3 weeks for Joss to calm down and relax as she was not allowed near any shops, once she realised how much money she had saved she was happy.

The local community set up systems to look after any people over 70 for any grocery items from the nearest supermarket in Whitianga, Our grand-daughter Holly and her boyfriend Max were staying at Holly's parents place at Opito and volunteered to do the shopping for those oldies that needed groceries. I volunteered as sea rescue and fortunately had no call outs.

New World Supermarket were also delivering groceries using Waka Kai their sea legs amphibious boat, a great service to the bays in the area.



The New World Waka Kai amphibious boat

Lockdown in Opito (continued)

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For me it was a great opportunity to do plenty of maintenance around our place and mow lawns and fix things for those that were locked down at home. We were not allowed to go boating but that did not stop us catching fish off the beach with our sea-horse kon-tiki, most everyone were catching fish off the beach and the weather was beautifully kind to us pretty much every day.

Wilding pines are a problem in the country, we usually organise a group of volunteers every couple of years to clear wilding pines from Blackjack Road into the bay and this was duly organised again by a keen bunch. After sharpening up their chainsaws we spent a day culling out over 1,500 wilding pines, my trustee 1930 Model A pickup was ideal again for this work. We also have a great team of trappers getting rid of stoats weasels rats rabbits and opossums, all in all a very enjoyable and fruitful escapade.

We enjoyed our forced stay in the bay; we met people in the bay that we had not met before and made new friends, it gave Joss and me a chance to slow down and smell the roses and appreciate the simple things in life. I guess we were fortunate to be locked down in the country and feel for those that were stuck in apartments in the city.

We are back home now in Auckland, traffic, noise, pollution, never mind we still have our friends, see you all soon.

Terry and Joss



Busy doing nothing, working the whole day through. Trying to find lots of things not to do



The Model A ready to start clearing the wildings



Busy on the roads

Focus on the Marque: Austin

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Compiled by Bob Maddox

Born in Little Missendon, Buckinghamshire (*Ed Just 12 miles from my own birthplace!*), England in 1866 the young Herbert Austin travelled to Australia in his youth, eventually settling down in Melbourne where he managed to get work with several engineering firms.

As fate would have it, he ended up at Fredrick Wolseley's factory that manufactured sheep-shearing equipment - a move that would soon see him designing the first Wolseley automobiles in 1895.



The most famous Austin of all?

Wolseley decided to transfer the manufacturing operation from Australia to England and offered Austin the position of General Manager - a position too good to refuse. Following Wolseley's resignation in 1894 due to ill health, Austin reported to a board of directors. But the relationship was rather tenuous and inevitably a conflict with the board was to ensue so in 1905 Austin left Wolseley and set up The Austin Motor Vehicle Company.

Setting up shop in Longbridge, seven miles south of Birmingham, he and a small team of designers were to compile drawings of their intended new car in time for the November 1905 Motor Exhibition. The first model was to be a 25/30hp chain driven car featuring four forward gears. For the day, the design was modern and fashionable, and by the time of the 1906 Olympia Motor Exhibition Austin was able to display two models.

The Austin motor vehicle became extremely popular, and Herbert's main problems centred on production levels. By 1907 there were some 270 Austin employees able to manufacture 120 vehicles – but the output level fell pitifully short of the customer demand. By 1910 the Austin workforce would swell to an amazing 1000 employees, and production continued throughout the night with the introduction of a night shift. Always ready to try something new, Austin also dabbled in the area of aeroplane manufacture, however unlike the motor car, the project would be quickly shelved. As demand eventually receded, Austin turned his sights on the export market, and his familiarity with Australia would ensure this would be one of his first targets.



Herbert Austin b.1866

From 1910 Austin would export the single cylinder “7” to Australia, and with the release of the immensely popular 4 cylinder “7” Austin’s son-in-law Arthur Waite would travel to Melbourne where he set up a dealer network.

In 1924 the new Austin 7 baby was being made and Waite was to enter the supercharged Austin 7 in the inaugural Australian Grand Prix, an event he would win outright!

During the First World War, the Austin factory turned its production to the manufacture of ammunition, pressings for jerry cans and components for military vehicles. As the war office placed orders for both 8 and 10hp utility vehicles, some automobile manufacture would remain at the factory.

Knighted in 1917, he was a Conservative member of the House of Commons from 1919 to 1924 and was created a baron in 1936.

Austin Village

Herbert Austin, had to take on more workers during the First World War when his factory became involved in making military equipment. In 1917, he built a new estate for his employees in Turves Green, Birmingham.

He imported 200 red cedar wood pre-fabricated bungalows from the USA. They were shipped across the Atlantic and survived potential loss by U-boat attack. These were erected with twenty-five conventional brick semi-detached houses at intervals to create firebreaks. They were fitted with coke-fired central heating, gas cooker, gas water boiler, sink and drainer, and a bathroom with a bath. The village was completed in eleven months and rented to Austin workers with seven in each bungalow and twelve in each house. Mature trees were planted along the roads.

Note: The need for such industry owned housing developments was not unique as it occurred during the industrial revolution and later in WW2 for the factories manufacturing military equipment.



Stripped down Austin 7 wins the Australian GP



The revolutionary Austin Village

After the war the requirement for workers reduced and the bungalows sold. The estate is now occupied and surrounded by conventional suburban housing. It forms the Austin Village Conservation Area.

The Austin 7 was produced from 1922 to 1939 and was the first truly affordable mass-produced vehicle of British design and manufacture. The importance of the heritage of the Austin 7 cannot be overstated as without it the Austin Company would have financially failed and the population would have been deprived of the chance of owning their first motor car.

In fact several well-known companies might not have succeeded if they had not been able to become licenced manufacturers of the design. The first BMW was an Austin 7, known as a Dixi in Germany. In Japan, Nissan based their first cars on it. In USA Austin produced the Bantam. In France car maker Lucien Rosengart obtained a license to make Austin 7's. His factory was in Paris and he called the car the LR2. The Swallow bodied version of the Austin 7 laid the foundations of the Jaguar Car Company. Other well-known specialist body companies such as Mulliner, Holden and Gordon England also made bodies for the Austin 7.

Some 290,000 Austin 7 cars were produced by Sir Herbert Austin's company and about 11,000 are thought to still exist worldwide. They came in a variety of models that included saloons, tourers, sports cars, racing cars, vans and Top Hat models.

Many a 1930s family packed children, luggage, mum and dad into the tiny car and set off on holiday to far flung parts of the country – and abroad. Since its birth the Austin 7 has been driven up mountains, across seas, through rivers, around racing circuits, into war zones and the Antarctica.

A network of suppliers provides current owners with a comprehensive range of spare parts for their vehicles and almost all replacement items are readily available.



1922 Pre-Production Chummy



Austin Swallow



Shackleton's 'Seven' in Antarctica

Fiat three-wheeler special

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Club member Roger Dilley describes a father and son special

My son Scott was approaching 15 when he said to me that I would soon have to buy him a car just like I did for his brother and sister. I saw some issues here: Scott wasn't very mechanical, in fact more of a musician and I could see endless problems with him and a cheap old bomb of a car.

I thought about it and eventually told him that I wouldn't buy him a car instead I would help him to make a car. His priceless reply was that you couldn't build cars as they came ready built from Japan! Boy was that a challenge to the old man.

I had always hankered after a Morgan three wheeler in younger days and the simplicity appealed, I thought that Scott and I could build something similar. Now the thing about specials is that when you come to have to fix them you have to remember what car the part came from! So I decided to use one major donor and thus avoid that problem.

Also I wanted to use something that was in plentiful supply, plus it had to be air cooled to give it the Morgan flavour. Eureka! A Fiat Bambina just fitted the bill; they were dirt cheap and in plentiful supply. A 1966 Bambina was duly dismantled and the engine/transmission plus a few other bits were to be used.

Scott was shown how to weld and we set to building the chassis frame with the engine in front unlike the Bambina. This allowed for front wheel drive using current Fiat front drive models (128) I think. The rear swing arm was fabricated from a Fiat 850 rear arm and a 128 rear hub.

The end result surpassed our expectations especially when a dear old friend (Ivan Cranach) offered to panel it in alloy. The result was a neat little car that Scott passed his driving test in then used it to go to Rangitoto High School.

Now it's the family heirloom.

Thanks Roger. What a great way for a father and son to work together.



The Dilley's Fiat Special



Fiat Bambina engine and 128/850 drive-train



I love the name! My dear old Dad and I used to call each other "Oggie". Nice name for a Father and Son Project

Ooooh It's an Alfa!

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The Alfa Romeo 6c 1750 Gran Sport sweeps all before it

It was a key moment in the 1930 Mille Miglia race. In the still-dark morning, just after 5 a.m., a car races along Lake Garda at more than 90 mph — with its headlights turned off. Tazio Nuvolari is driving. Beside him is Gian Battista Guidotti, the head test driver at Alfa Romeo's Portello factory. Their car, an Alfa Romeo 6C 1750 Gran Sport spider, has trailed leader Achille Varzi, who was driving an identical machine, but Nuvolari and Guidotti think they have realized their only hope of victory — taking Varzi by surprise, which means catching up with their lights off.

The strategy worked! Past the lake was open country that led to the race's finish in Brescia. By the time that Varzi and his co-driver heard another car approaching from behind, it was too late to make a counter move. The other Alfa swept past and on to victory.

Nuvolari's car beat Varzi's to the finish by 10 minutes and averaged 100.45 km/h, the first time any car had broken the 100 km/h barrier over the course of the event. That new standard, plus the fact that the 6C 1750 GS had swept the top 3 positions, led to headlines in newspapers across Europe. In fact, Alfa Romeo notes in a news release celebrating the 6C 1750 Gran Sport's history, the cars claimed 8 of the first 11 places in the 1930 Mille Miglia, and repeated the 1-2-3 sweep that season in the 24-hour race at Spa in Belgium. "Vittorio Jano had taken charge of all Alfa Romeo product planning in 1926," the company notes, "and the 6C was his first creation. His task was to invent a brilliantly performing lightweight car that would win races and admirers, but also conquer new markets."

The 6C combined structural simplicity with sophisticated engineering, the typical virtues of Jano's creations. However, it also offered something else that would turn out to become an Alfa Romeo speciality: extremely high power. "Jano had an astonishing ability to conjure horsepower from small engines."

The 6C 1750 made its debut in January 1929 at the Rome Motor Show. The engine was an evolution of the previous 1500 inline 6-cylinder. In various configurations, the engine produced 46 horsepower in the Turismo version and 102 in the Grand Sport.

"The engine was not the only factor that made the 6C 1750 a peak of motoring innovation," Alfa points out. "It used a mechanical braking system, with large drums actuated by a transmission system."



Josette Pozzo collects the top prize with her Alfa Romeo 6C 1750 Grand Sport Spider by Touring, a car known as the 'Flying Star'



Tazio Nuvolari and Gian Guidotti in their Alfa 6C 1750 in the 1930 Mille Miglia

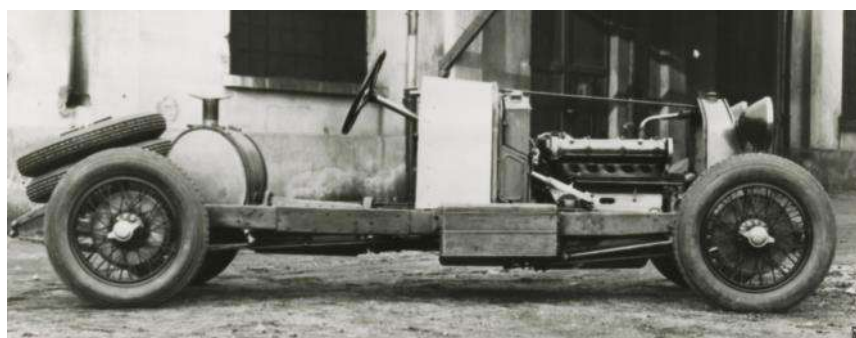
Ooooh It's an Alfa! (Continued)

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Its pressed-steel frame was perfectly balanced and outstandingly rigid, boasting reinforced axles. The leaf springs were mounted outside the car body instead of beneath the side members, and the lower centre of gravity greatly boosted cornering grip. The fuel tank was set further back, in order to obtain greater weight on the rear wheels and improve axle balance. In line with brand philosophy, all innovative solutions were applied to both racing cars and road cars.

The 6C 1750 not only won races, but was the subject of treatment by a variety of coachbuilders who wrapped it in award-winning designs.

“The first bodybuilding department inside the Portello factory was not launched until 1933,” Alfa reports. Until the 1930s, it was normal for bare frames to leave production plants, equipped only with engine, gearbox and suspension. The customer purchased the car, and then commissioned a coachbuilder to create a practically unique bespoke body.



1929 6C 1750 chassis

The 6C 1750 offered exceptional opportunities for fine coachbuilder trims. Alfa Romeo’s extraordinary mechanical and engineering base lent itself to the creation of some of the most elegant bodies ever built... designed by the finest stylists and bought by the most famous VIPs. For example, the 6C 1750 GS Touring “Flying Star” commissioned by model, millionaire and celebrity socialite Josette Pozzo to enter the Villa d’Este concours d’elegance, where it won the Gold Cup as the most beautiful car.

“The 6C 1750 Spider was a one-off creation: a jewel of originality, elegance and attention to detail,” Alfa says of the Flying Star. “It was entirely white, including underbody, wheel spokes, steering wheel and saddlery, with the only exception being its contrasting black dashboard.” Pozzo drove the car to the awards stand in a white coveralls-style outfit that was created to match the car’s appearance.



Thanks again to Bruce Skinner for identifying this interesting extract from the Daily Journal of the wonderful “Classic Cars.com”.

A website well worth seeking out if you like the exotic and different in the world of Vintage, veteran and classic cars.

Retirement Plans

A short introductory note and some photos from club member Peter Sharpe

Progress
June 2020

How nice to receive an email from long time member Peter Sharpe. Peter writes:

"I have been a member of the NSVCC for a number of years and never really got involved with any of the meetings as I was always busy with my company.

Things have changed now at the age of 72 and now I'm retired I have time to spend on my vehicles.

I have had a 1928 Model A for a few years which has been seating around needing some love and care.

Is there any member that can give me some advice where I could have some minor mechanical repairs done?

Also I have just purchased a 1939 Ford Coupe Tucson Classic in mint condition. Three photos are attached.

This maybe something you could include in the next magazine?

ABSOLUTELY Peter!. Thanks for your photos and WELCOME to the club (again!). Hopefully we'll get to see you at the clubhouse, either for a Wednesday evening club night or a Thursday morning workshop and coffee. (When we open again)

Peter needs some help and advice for his other car (1928 Model A). Could our Model A owners please get in touch with Peter either via email peter@sharautos.co.nz or by phone at: 021 925 793



1939 Ford Tucson Classic Coupe



Classic Ford Coupe profile



VERY tidy interior of the 39 Coupe

NSVCC Committee Nomination 2020 AGM

A date has not yet been confirmed for our AGM.
In preparation however. please find a nomination form below.



NORTH SHORE VINTAGE CAR CLUB

2020 AGM

Nomination for Office

I, the undersigned,

(Name)

Hereby nominate (Name)

For the position of:

Proposer:

Seconder:

In consenting to the above nomination, I agree that I will act in accordance with the Constitution of the 'North Shore Branch of the Vintage Car Club of NZ (INC.)

Signed By (Nominee)

NOMINEE: (Print name).....

DATE:/..... /.....

National Club Online Forum

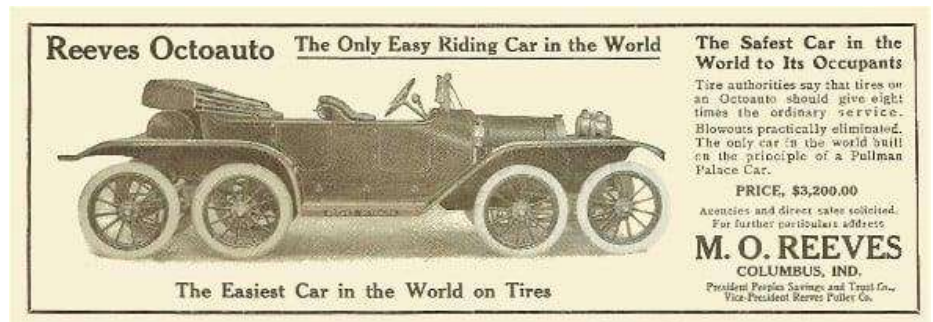
Progress
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The new national club online discussion Forum is charging ahead with a huge range of topics and some excellent photos now being displayed. It's nice to see a number of local branch members joining and contributing to the discussion. It's very easy to join and contribute. The club has chosen the most secure and yet easy to use technology to host the forum.



All photos and articles are extremely interesting and news worthy. We now have nearly 900 members with at least 40 joining each week. The discussions are extremely interesting and provide hours of of reading and entertainment.

*The Reeves Octoauto.
The safest car in the world, so says
this advertisement recently re-
published in the Club on-line
Forum.*



Wanted Ad

Committee member Tony Sparkes asks: "I want to have a go at woodturning and am looking for a lathe. Has anyone got one that I can either borrow to have a try or buy if they want to get rid of it. Please call Tony on 0274995588."

Bonnet/Hood Adornments Quiz ANSWERS

De Soto	Jaguar	Chevrolet Bel-Air
12	11	10
Singer Bantam	Oldsmobile	Standard Vanguard
9	8	7
Pontiac	Morris Minor	Fargo
6	5	4
Ford Consul	Mack Truck	Rolls Royce
3	2	1

The Monthly Committee meeting was held on 25 May 2020 at the Clubrooms.

New Members: Nil

Life membership criteria – A criteria for Life Membership to being considered with maybe a Special Board being installed in the Clubrooms.

Updated email list of members – It has been suggested that the email list of members be updated to enable short notice messages to be sent out given the current uncertainty regarding club meetings and events.

International Tractor – Problems with the tractor after about 1 hour running. There is an electrical pump failure – needs another look at. Either the injectors or fuel problem.

Iseki Tractor – Hydraulics need to be repaired. It is sitting in the rain – needs to be put in a shed and at least covered. Needs work to clean it up.

Sign on Motorway boundary – The Motorway sign is in bad shape needs a tidy up.

AGM when/ if and who is standing for re-election – Nominations to be called for in the magazine. AGM date to be determined later.

AED Defibrillator – Defibrillator needs servicing. To be arranged. Approved.

Abrasive Blasting Cabinet – The issue of the purchase of a Blasting Cabinet has been raised. Size to be determined.



Caption Competition ?

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 **AWAITING CONFIRMATION OF RESTART DATE**

Restoration Shed: Every Tuesday & Thursday morning 9am - 12pm **OPEN FROM 4/6/2020**

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: H00300144 (Quoting this number when renewing your insurance gives a small commission back to the club)

Main Committee

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

Vice Chairman: John Higham 09-478-7973

Immediate Past Chairman: Paul Collins 09-422-0500 or 027-292-2204

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

Treasurer: Ross Moon 09-426-1508

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

Assistant Club Captain: Neil Beckenham 09-426-5831 or 021-588-536

GENERAL COMMITTEE Members:

John Tombs 09-478-5677 or 027-378-5590

Clive Sandham 09-486-6047 or 021-903-548

Tony Sparkes 09-473-5828 or 027-499-5588

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

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

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