



North Shore
Vintage Car Club

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- > Your committee

Progress:

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



Here we are back again after another (4th!) lockdown. These things do tend to spoil your regular routine, but perversely I find them rather relaxing. It's a period when you don't 'have' to do anything; there is a ready made excuse to procrastinate and ignore the to-do list. Hopefully are getting slowly closer to the end of this bothersome virus.

I am afraid that this issue is shorter than usual but that is down to you, I need your ideas, articles and photographs. Please dig deep, tell us about your vehicle, where it came from, what you have done or indeed plan to do with it. Without your contributions this magazine will become rather dull.

The committee is working on some longer term projects as a new constitution is progressing well and we are getting ideas down on paper with regard to our strategic/5-year plan. Part of the planning progress involved us imagining that we were in the queue to pay after refueling our car, when we were tapped on the shoulder and asked: **"So why should I join the North Shore Vintage Car Club?"** What a question!! It certainly stumped a few of us. In fact we'd love to hear how you might respond to that question. Please email me with your answer.

We are still in need of more help in the restoration shed. Anything from sanding, polishing to cupboard tidying. I'm afraid we are a messy lot so any help would be gratefully received.

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

In this edition:

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- * **Club Captain's Report:** Paul Collins.
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- * **1936 Toyoda:** Thank goodness that some of you are paying attention!
- * **Richard Andrews:** Club legend.
- * **Helensville A&P Show:** Impressive collection.
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- * **Blast from the past:** One for our oldest members.
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Cover Girl this month is a 1913 FN Type 1950 belonging to club captain Paul Collins and captured here outside the Napier Majestic at this month's NOT Art Deco.



Chairman's Report: Tony Sparkes

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More lockdowns due to misunderstandings, at best. I can't help but think that we have been very lucky over the last year.

The new sign has been put up down on the paddock and very smart it looks too. Thanks to Arnold van Zon for arranging its manufacture. Talking of Arnold, some of you may not know about his "off" from his bicycle. Four ribs and a shoulder blade broken. Maybe it's a big hint!

The Caltex sign fell off a while ago. David Lane had the bright idea of contacting Caltex to see if they would do anything to help. Long story short, it is currently at their sign writer's place for repair at no cost to us. Well done David.

Last weekend was the Helensville A&P show. We had about 10 vehicles there, including the Firetruck. This was a bit special as it used to operate there and was much admired and photographed by the current Brigade. I was talking to one of their longer standing members (apparently 50 years service!) and he mused on what the truck may have been through. My flippant comment was about my driving. But it made me think about the vehicle differently. It may be just a truck to us, but to the locals being served by it, in its day, it was far more than that.

We have had the new hoist looked at by the installers. It is safe but needs care in operating it. Please ask if you are at all unsure before you use it.

Your committee is looking at future planning for your club. We will be sending out a survey for you to complete, telling us your ideas. As the end of the financial year is coming up, we will be putting budgets together for the next year or so for presentation at the next AGM.

Stop Press: The committee has decided to waive the entry fee to the Summer Saunter and The Northern Raid this year. (You will still get your Northern Raid Plaque)

Enjoy your cars and the fellowship in our club

Tony Sparkes: Chairman: NSVCC



Belle of the Ball!

Our 1935 Chevrolet fire truck was much admired by the current Helensville fire-fighters.

Club Captain's Report

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February has raced by, with many events occurring, causing us to postpone the Summer Saunter to April 10th & 11th. (Weekend after Easter). I hope more are able to attend this time.

I managed to take the F.N. to Napier for the Art Deco Rally, departing Thursday, after Covid lockdown was dropped to level 2. We did miss out on the Wednesday and Thursday events, but Friday was the Rally day for all our club cars and we had a choice of Short, Medium or Long routes. The FN performed well. We chose the Medium route which took us down to Hastings, then on through the Tukituki Road to Havelock North and south to visit the Abbey Winery for lunch. We enjoyed a glorious days motoring.

The next morning saw us gather at the HBVCC clubrooms for morning tea, and catch up with fellow members. There was a good contingent from our branch too, so we were well represented. We were able to display our cars in town and enjoyed a very laid back afternoon and evening.

Sunday we had a breakfast at the clubrooms, before departing around Midday to head for home. A really great time was had by all.

Please check our **Forthcoming Events** page for Paul's recommendations on runs and events.

Paul Collins



1913 FN Type 1950 belonging to Paul Collins

The Bus: Work is well under way with the rear bumper thanks to the new club welder. We continue to work on the wiring and the battery frame now takes a full sized battery.

Chevrolet Taxi: Tony Sparkes: Final upholstery work nearly complete.

Chevrolet Fire Truck: Tony Sparkes: All running smoothly and managed Helensville Show with ease.

Bedford Truck: Peter Lloyd: Truck cab and body have now had the final coat of paint and have also been cut and polished: looking good. The front guards are next to paint so progress has been good this month.

Wolseley: Paul Collins: Removal of inlet manifold and exhaust. Replacement of rear frost plug, and removal of one side frost plug in readiness for a replacement of the correct type. I have obtained a new brass frost plug and a spare just in case another is needed. Cleaning of the body work has begun, and a sample area on one front guard has been cut & polished a little to see how it will come up. Thanks to Gordon McGhie and two newer members' help, we are now progressing. A new manifold gasket has been ordered from Christchurch.

General: We always need help in the restoration shop, whether that be working on our vehicles (no experience necessary) or short tasks such as tidying up a single tool cupboard or bench. Please just pop into the shed on a Thursday and we will get you busy in no time!



Clive Sandham and Tony Gillett use the hydraulic press to fabricate the ends of the bus bumper

1936 Toyoda AA: Thank goodness someone is paying attention!

I wonder if you can remember that in last month's edition we published the story of a 'Barn-find' 1936 Toyoda AA? In that article we noted that the car resembled a Chevrolet Airflow. Well as the heading says: "Thank goodness someone was paying attention".

Almost within minutes of emailing the latest edition I received an email from regular correspondent Tim Edney.

Tim wrote: "*Dear Stuart, Thank you for the Model AA article in this months edition. I am sure the Toyoda was copied from the 1935 DeSoto Airflow which was the small brother of the Chrysler Airflow. **There was no Chev Airflow.***" Tim, of course, is quite correct there never was a **Chevrolet** Airflow.

Whoops, I thought what has gone wrong here? I firstly went back and checked the original magazine cutting given to me by Gordon McGhie, and there on the printed sheet it was written "the Toyoda AA resembled the **Chevrolet** Airflow". Mmmm, next stop Mr Google. Every article found in response to the search for the 1936 Toyoda AA referred to the Toyoda as resembling a **Chevrolet** Airflow. Amongst other sources this included the Toyota New Zealand website, Wikipedia and the Leuven Museum website. It would seem that a mistake was made once and copied across *t'tinterweb* to every other article.

To illustrate the point Tim has sent us a couple of photos of his NZ new 1935 Chrysler Airflow. To my eye it certainly looks like Toyoda took their design cues from the Chrysler Airflow. So a big "Thank You" to Tim and as for the rest of you: please pay more attention! 🙏



1936 Toyoda AA



Tim Edney's spectacular 1935 Chrysler Airflow

On Saturday March 27 eight club vehicles together with our Fire Truck travelled to the Helensville show to support the local community and fly our own flag a little. We had a wonderful time, the crowds (and there were plenty) flocked around our cars and the children particularly enjoyed the truck. Enjoyment was trebled when “Uncle Tony” switched on the siren!

Our 1935 Chevrolet Fire Truck was once deployed at the Helensville Fire Station and members of the local brigade were delighted to see the vehicle and even drove across the showground for some photo opportunities.

We were joined at one point by a Helensville resident in his Nash Metropolitan which added yet more flavour to our mix of vehicles.

Nine club members took time to contribute to the stand, we all had plenty of laughs and certainly raised our profile with the community. Thanks to Brian Bisset for the loan of his gazebo: we couldn't have managed without it!



A very familiar car to those attending Thursday restoration days. Jim Drummond's 1952 Chevrolet Deluxe oozed class and rather overshadowed my little MGB next door.



This glorious 1923 Studebaker Special Six was driven over by new Member Paul Brinsden.



Oldest car on show was Club Treasurer, Ross Moon's 1917 Dodge. Contrary to reputation this isn't just any "Old Dodge" but a wonderfully presented example that drives like the wind.



This stunning 1965 Ford Mustang Convertible driven by new Member Don Bloodworth was one of the most popular cars in our line-up.

Helensville A&P Show:

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Richard Lloyd's imperious 1930 Buick, first registered in 1929. You will have to chat to Richard to explain that.



Peter Lloyd's stunning little 1924 Ford Model T van. Originally from Taihape.



Peter Lloyd's 1965 Ford Zodiac Mk3. (Japanese influence with the gold lettering?).



New member, Andrew Lunt, joined the show with his super, very early 1962 Mk3 Ford Zephyr.



Firefighters from the Helensville brigade with their latest IVECO and our little 1935 Chevrolet.



Straight from Broadway, Helensville firefighters enjoy the trailing running board on our truck.

Clearly the fire truck was "star of the show" so special thanks to Tony Sparkes and Gordon McGhie for getting it over from Albany. Well worth the effort chaps!

The Bentley Blower Continuation Series: The recreation trend continues.

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It has been two years since Bentley announced it would build 12 exacting replicas of UU 5872, the famously supercharged 1929 4 1/2-Litre “Team Car No. 2” developed and campaigned in period by Bentley Boy Sir Henry “Tim” Birkin. This project may have followed a path blazed by Jaguar and Aston Martin, but it’s even more ambitious, representing the first pre-war car to enjoy such a rebirth.

The British automaker revealed, at the end of 2020, that its Mulliner bespoke division had completed the sympathetic restoration of Team Car No. 2 that inspired this ambitious “Continuation Series” project and had built what it calls “Car Zero.” It was the proof-of-concept prototype that established the material quality of componentry, how the customer cars would be assembled, and how those 12 Continuation Blowers would perform.

This prototype example of the Blower Continuation Series was not the first pre-war Bentley automobile that Mulliner had created from scratch. Lessons learned in recreating the original 1939 Corniche and the new Mulliner coach-built Bacalar, an open two-seat, ultra-luxury barchetta, have shown the capabilities of the automaker’s custom coachbuilding and restoration department.

In a recent interview with the Director of Mulliner, Paul Williams, and its Head of Business, Tim Hannig, the pair were asked about the Blower Continuation Series, and what Bentley has learned in the creation of Car Zero that the company will apply to the 12 customer examples now in production. Paul has an engineering background, having

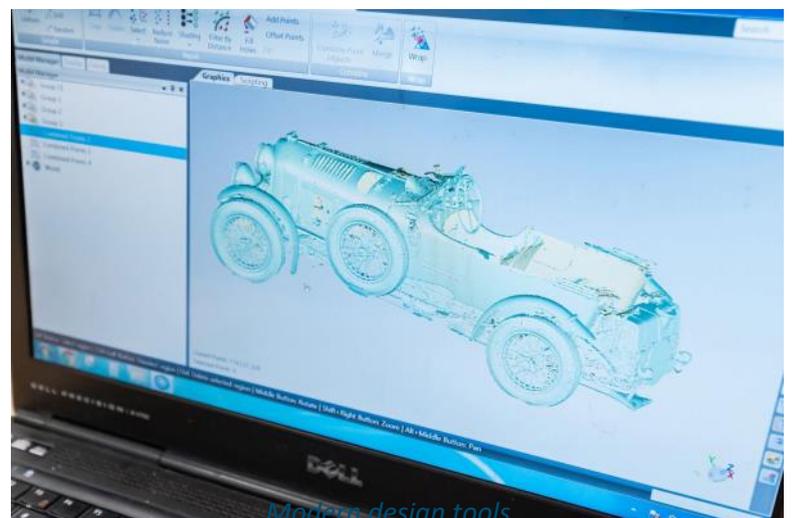
led Bentley’s Powertrain Engineering department as well as its Motorsport branch. And prior to joining Bentley, Tim was the director of Jaguar Land Rover Classic, in charge of its “Reborn” in-house restoration program. Both men radiate passion for, and pride in, this project.



A pair of Bentley Blowers



Fabulous dashboard detail



Modern design tools

Bentley Blower Continuation Series: Continued

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“This started because we own Team Blower No. 2, which was the car that, in 1930, actually raced at Le Mans and broke lots of records but didn’t finish because it did not... how shall we say... ‘have enough longevity’ to ultimately lead to victory,” Paul says with a laugh. “More than 90 years on, it’s still used quite heavily. It had a few childhood issues that had to be resolved, and since then, it has been pretty reliable!

“This whole project began around the idea of giving it an overhaul, which it absolutely needed,” he continues. “Then the thought was, if it will continue to work that hard on events, maybe it’s worthwhile to create something widely known as a ‘tool-room copy:’ it is not the real one, but another one that effectively looks the same.

We started talking to several people, including enthusiasts, and there was an enormous level of interest. So, we came up with the idea of creating a really, small run, because what you need to do to build one car, is almost the same as in order to create 12 cars... so we decided to do 12, one for every race the original Blowers contested.”

Paul Williams said: “When you take on a project like this, you choose a certain direction. Our first idea was that we wanted to be as close to the original as we could, today. The logic is, if you start to improve things on an original car, an original design, you can take a lot of small steps... if you change that, then you might as well change this. You might end up with a 2021 Continental GT, the ultimate GT car”.

“So we’d have debates, if we tweak this or not. The guiding principle was that we don’t change it, unless we see something that’s really safety critical. Then we’d do something that remains true to the original, but makes the car safer for the drivers. An example Tim and I discussed earlier, was a small vent on the fuel tank. It’s nothing you can see from the outside, but a part of the original design.

“The temptation to use modern materials is always there. There’s always the temptation to say, well, this is slightly better, we could use it... There are some cases where you cannot get the exact same material as was used back then, but we’re trying to get as close as we can. We’ve steered away from trying to redesign, recreate, or reinvent what’s there.”

(Editor: Thanks to Bruce Skinner for finding this article. On reading it, I thought “Where have I heard of Paul Williams before?” Then I remembered that our daughter reported to Paul in his previous role, when she was project manager for the powertrain in the then new Bentley Bentayga. Small world!)



Hand built parts

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. Obviously all these events are subject to Covid postponements.

March

March 21: Posh Picnic: Meet at our clubhouse from 10.30 leave around 11.00. We have arranged with our hosts for us to hold the Posh Picnic in the grounds of Couldrey House itself. Normally car clubs are not permitted into the grounds, so we are very fortunate to be allowed in. The run is timed so that we arrive just after 12.30, so allowing 1 1/2 hrs for the run, we will need to leave at 11.00. (Meet from 10.30). The grounds are open to the public, who will be delighted to see our cars, so polish them up and be polite, even when asked silly questions. We hope that most members will take the opportunity to go into the historic house, only \$5 pp, and well worth it.

April

April 10-11: NSVCC Summer Saunter to Whangarei-Tutukaka

April 11: Rescheduled Brits and Euros show at Lloyd Ellsmore Park, Pakuranga.

April 18: Northland Branch Swap Meet, Whangarei.

April 24: NSVCC Northern Raid Rally.

May

May 16: Club Run TBA.

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.

Must Dash!

Can you arrange these four cockpits in order of age?

Oldest first.



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

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*"In a galaxy far, far away".
(Richard Bamton rides a Bedford)*



*Nice day out at Ellerslie for Robert Bruce and his Mk2
Armstrong Sapphire 346*



Gordon checks the sizes of Wolseley frost plugs



*Jim Drummond and Tony Sparkes give us a grin at the
Helensville A&P Show*



*David Lane's Ford Routlieb Speedster
at this year's Non-Art-Deco*



The BSA in arrival condition

B.S.A. 10 h.p. Car

FOR a car providing comfortable accommodation for two passengers, with ample luggage room, the B.S.A. 10 offers the finest possible value in the light-car market. The reliability and efficiency of the engine are without equal and it is the only light car that can be obtained with the highly efficient Daimler-Lanchester worm-driven axle.

B.S.A. 10 h.p. 2-seater, with ample luggage room £205

B.S.A. 10 h.p. De Luxe 2-seater and dickey,
with self-starter, speedometer, electric horn, spare wheel
and tyre, spring gaiters, sidescreen and curtains, etc. **£250**

B.S.A. 10 h.p. De Luxe occasional 4-seater
with self-starter, speedometer, electric horn, spare wheel
and tyre, spring gaiters, sidescreen and curtains, etc. **£260**

There is also an 11 h.p. 4-cylinder model and a 12 h.p. 6-cylinder model; both have silent Daimler engines.

Write to-day for a copy of B.S.A. booklet No. E.G. 69, which describes the B.S.A. 10

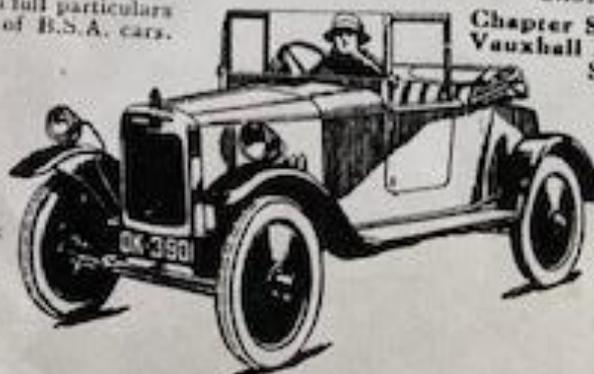
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Any recognised motor agent
will give you full particulars
of all types of B.S.A. cars.



Focus on the Marque: FN

An article inspired by our cover photo of Paul Collin's FN

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The Belgian Fabrique Nationale d'Armes de Guerre (National Manufacturer of War Weapons) company, also sometimes known as Fabrique Nationale de Herstal, but better known simply as "FN" or "Fabrique Nationale" was founded at Herstal on the edge of Liège in 1889. As well as weapons, it was for many years a manufacturer of motorbikes and automobiles. FN was active as an auto-manufacturer from 1899 until the late 1930s which makes it Belgium's longest lived make of car.



1900 FN Victoria or is that a Spider?

The first FN automobile was built in 1900. It was called a "Spider" but to modern eyes more closely resembles a horseless carriage. It featured a two cylinder motor which drove the rear wheels using a chain linkage. A four cylinder 4,000 cc engine car followed in 1904, with a claimed power output of 14 PS (10 kW). This car already included an angled steering column. The next year saw the arrival of the more luxurious FN Type 30-40. Customers included members of the Belgian Royal family and the Shah of Persia.



1904/1905 FN

The FN 6900 was developed from the Type 30-40, powered by an engine built under license from Rochet-Schneider. In the engine car the cylinders were cast in pairs. Power transferred to the rear axle via a disc clutch and a steel drive-shaft. The car was designed for comfort, with suspension that used both laterally and longitudinally mounted leaf springs.

With the FN Type 2000, the car also gained flexible engine mountings. This was followed by the Type 2700 which, for the first time, was powered by engines designed and built by FN themselves.

Automobile production resumed after the First World War, and the Type 2700a, now equipped with an electric starter, a tachometer and "automatic" chassis lubrication. The engine was constructed largely of aluminium. Further model introductions were the FN Type 1950 (*as per our cover car*), and improved FN Type 1250A and, later, the FN 1250T with a fully functioning electrical system, a four cylinder engine producing 15 PS (11 kW) and a three speed transmission.



1908 FN 2000

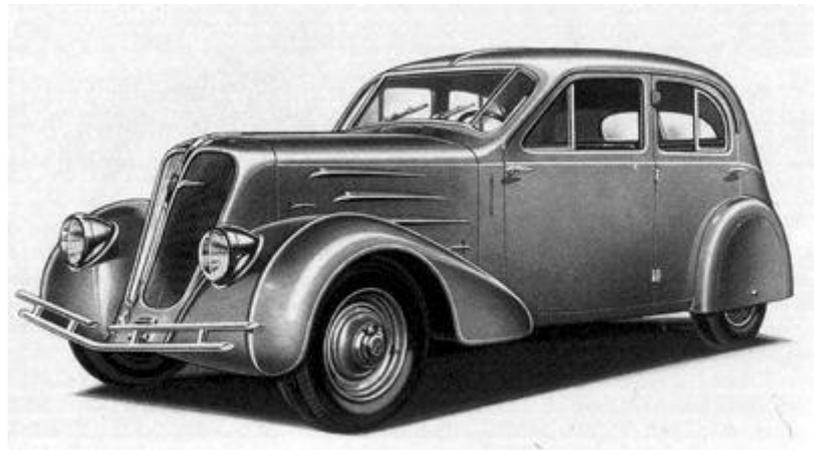
The FN Type 1250 was followed by the FN Type 1300, available in 3 different versions designated "A", "B" or "C". Technically all were identical, but with differing wheelbases and equipment levels. They were powered by a 4-cylinder 1327cc engine with a side-mounted camshaft and overhead valves. The cars were delivered with wide low-pressure "Balloon" tyres, and four wheel brakes. The range was later broadened with the arrival of the FN Type 1300D with four speed transmission, followed by the Type 1300E with a widened track and the FN Type 1300Sp developed for sports driving. The model was very successful.



1925 FN Type 1300 Sport

The FN Type 2150 was, by the standards of the time and place, a mid-range automobile with a four cylinder engine of approximately 1.5 litres and four speed transmission. At the top of the range came the FN Type 3800 which was produced only in very small numbers. However, a strengthened Type 3800 chassis formed the basis of a small truck.

1927 saw the launch of the FN 10CV which was built for three years. It was replaced in 1930, amidst celebration of the manufacturer's first thirty years as an auto-maker, by the FN 11CV, a technically well equipped car noted for its sporty driving characteristics. A delivery van based on the 11CV was also available. Higher up in the hierarchy of the market place, FN were also at this time offering a prestigious eight cylinder car.



1935 FN 42 A Prince Albert - the end of the road for the marque

The successor to the FN 11CV appeared in 1931 in the form of the FN 11CV 1625 which, despite still being within the same 11CV car tax band, boasted a larger engine. By the start of the 1930s FN were producing 16 different models which led to economic difficulties. Therefore from 1930 only two new models were built. These were named after the king's eldest grandson and his baby brother, the "FN Prince Baudouin" and the "FN Prince Albert". The two cars shared the same 11CV engine but featured different bodywork. After passenger car production came to an end the company continued to be active as a motor-bike producer till the mid 1960s. Commercial vehicle production also continued till after the war, and FN was building trolleybuses until the early 1960s.

We started this article by thinking about Paul Collin's 1913, so here is a little history and a few photos. The following is from an article in 'The Herald' a few years ago.

It's not often you meet a true rarity, but this 1913 FN is thought to be the only one on the road in New Zealand, tootling around the backblocks north of Auckland 104 years after it was first sold here, new.

Paul Collins bought it two years ago, three years after he first spotted it at a national veteran car rally in Te Awamutu. He was working on a 1913 Willys Overland Roadster restoration at the time, so he was familiar with the quirks of cars built before mass production.



Interesting Photo: Is the car moving?

Somehow he blagged a chance to drive the FN, and was impressed. "It was more vintage than veteran in its operation," says Paul. And when the owner moved into a retirement village and couldn't keep the car, Paul inquired about buying it. "The price was beyond our pocket. But two months later, his circumstances changed, and he dropped the price (for us) after turning down a higher offer as it was going into a shed, and they didn't want it to go overseas."

FN was Belgium's longest-lived car manufacturer, operating from 1899 to the 1930s, and producing motorbikes and trolley buses until the 1960s. Back then a factory built all the mechanicals and a specialist coachbuilder added the body. This rolling chassis was shipped to the UK, where Charlesworth fitted a handsome body before the car was exported to Aotearoa, and sold new in Taranaki.



"Those elastic 'Bungies' will have to go."

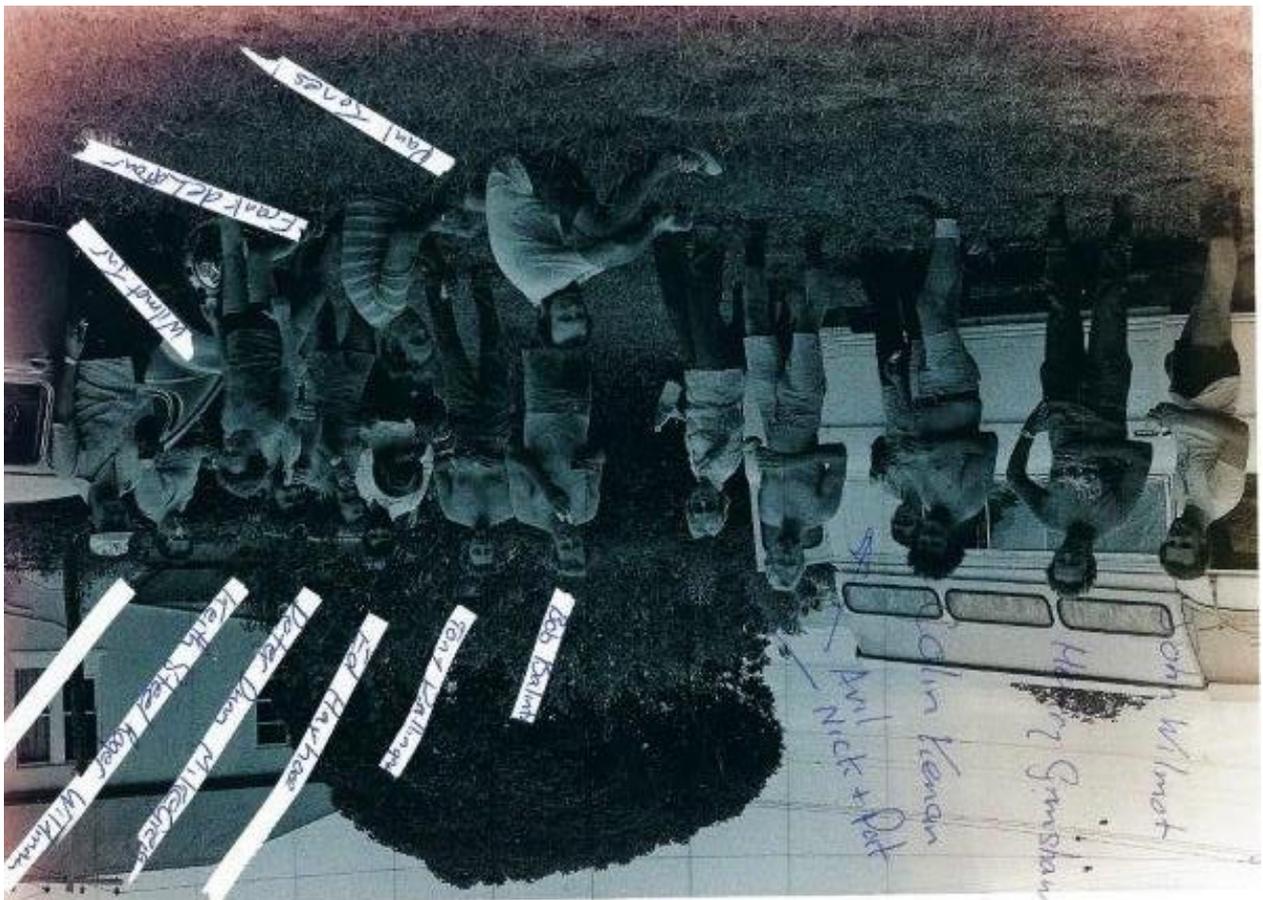
Apparently this car ran as a taxi around the Hawera area for some years, then it was a family car. At some point it arrived in Auckland for a tidy-up, returning to the Rotorua and Matamata areas in the 1950s or 1960s, before passing to its previous owner in 1974, and being restored.

Blast from the past: Really old club photo.

Who can you name from 1981?



ANSWERS BELOW

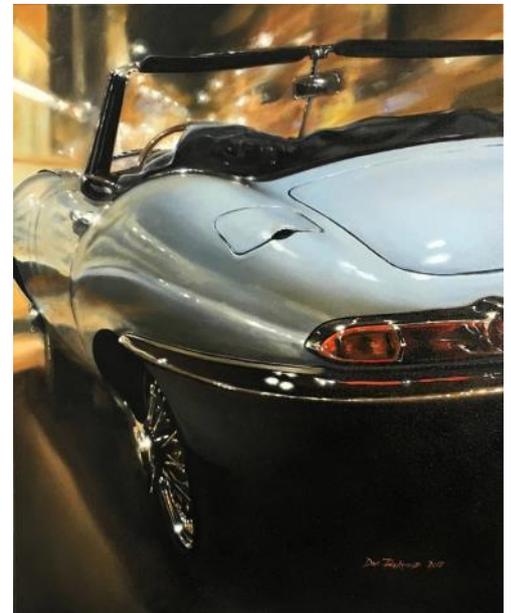


A master at work.

Unbelievable paintings from Don Packwood



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Don Packwood is an artist based in Tauranga. Don frequently shows his art in galleries across the country. He often does commissions. He also, thankfully is a regular contributor to the National VCC Facebook discussion group. I am constantly amazed by the images that he produces.

Committee Notes: 1 March 2021

Synopsis of the latest committee meeting discussions

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New Members: Andrew Lunt, Paul Grace

Club rooms upgrade: The windows surrounds are to be painted in preparation for new curtains later in the month.

Northern Raid Rally: Invitations have been sent out and members are encouraged to participate. The Posh Picnic planning is in hand with Auckland Art Deco requesting permission to attend.

Morris 8 Radiator: Leak to be sorted at cost of \$140.00.

New Shed Improvements: Two Fire Extinguishers to be purchased, one for each pedestrian doorway. A new wireless alarm system is being installed with two key pads. Further improvements are being looked at, such as the partitioning, drainage and apron.

Restoration Shed: Carpentry tools are to be moved from the restoration shed and relocated in the first bay of the new shed to keep dust and noise out of the existing restoration shed.

Club Plan: S. Battersby has been working on preparation of a 5 year plan for the future of the Club. The initial survey is to be extended to all members and participation/suggestions from members is encouraged.

Flat heating: The issue of the heating of the flat was raised. It was suggested that maybe a heat-pump/air-conditioning unit be purchased for the flat.

Container: The issue of a second container for Japanese second-hand parts was discussed. There is budget allocation in the next financial year should committee approve.

Maurice Whitham: Club Secretary



*Noisy, dusty woodworking
relocating to the new shed.*

*Now we can weld, grind and panel-beat
steel to our hearts content.*



About Us

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Club Address: 40 Masons Rd, Albany, 0632

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

Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wednesday from 7.30pm.

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

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

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

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

Club Committee

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

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

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