



North Shore  
Vintage Car Club

- > Your journal
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- > Your ideas
- > Your committee

# Progress:

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



Hi all, firstly thanks to everyone that has responded to the Club Survey. We will give a full update on the results at the AGM (16th June). Our response rate overall was in line with the average that we might expect from a survey of this type (around 15-20% response rate).

As mentioned above our AGM is set for June 16th and its **very important** that you try and get along to hear how **your** club is progressing and give some input to the discussions. The spectre of committee nominations is also around. It is important for any organisation to have fresh ideas and perspectives so, if you are able, please consider whether you might be able to lend a hand.

I wonder if anyone saw the table published in the 'Mailbag' of the latest Beaded Wheels magazine? This table illustrated the huge differences between Roadworthiness testing regimes around the world. New Zealand seems to have the toughest. Why? Have a look at my comments later in this edition.

Finally I'll leave you with a question raised by one of our survey respondents: Where are the 130 or so members that we NEVER see or hear from? What are their views?

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## In this edition:

- \* **Chairman's report** : Tony Sparkes.
- \* **Club Captain's Report**: Paul Collins.
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*Say what you want about our club, but you can't deny that we do love a good Fire Truck! This month's 'Cover Girl' is a 1942 International. Read more in Focus on the Marque, later in this edition.*



# Chairman's Report: Tony Sparkes

April 2021

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Further progress in the clubrooms with the new curtains fitted, very smart. The kitchen has also had a lot of attention. Mike Garner has been right through all of the cupboards with the cleaning cloths. Thanks Mike.

We have had two successful runs in the last couple of weeks, thanks to all of the organisers. More in the Captain's report.

I had a few days in Ohakune last week and took the opportunity to visit Smash Palace at Horopito for the first time. I had no idea it was so big. However, the main goal was to get a missing internal window frame for the Chevrolet and sure enough in a dark corner I found the right piece. Just needs a bit of TLC and a lick of paint.

We have had a few questionnaires back, not as many as we would have liked. But there have been some good ideas that we will be discussing at the next few committee meetings.

Don't forget, our AGM is on June 16<sup>th</sup>. Nominations for committee will be open soon.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman: NSVCC



*The 'Heavy Brigade' required to lower the bus suspension as it drives under its own power for the first time in probably 80 years.*

# Club Captain's Report

March 2021

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Greetings to all.

April has been a busy month for many, with various events and functions happening all around the country.

Our branch at last managed to have our Summer Saunter (Photos from Ross Moon later in this edition) which took us to Whangarei, via Mangawhai and Waipu, on to Maungatapere and the Packard Museum before continuing on to Tutukaka for the night. Next morning we took a scenic tour of the Matapouri Coast, then returning to Whangarei, via Hikurangi, and visited the Northland VCC branch swap meet before returning home. We had 11 cars (23 people) on the tour and despite a lot of very heavy rain on the Saturday all had an enjoyable time.

Saturday 24<sup>th</sup> April was our 48<sup>th</sup> Northern Raid Rally. 16 cars took part (with a nice contingent from Auckland Branch supporting us). The route was very well plotted by last year's winner (Bruce Pitcher) and supported by Neil Beckenham and his fleet of Marshalls. Dinner in the evening was followed by the prize giving. Results of the rally were as follows:

**1<sup>st</sup> place** Alan & Shaaron Price in their Vauxhall VX90 car

**2<sup>nd</sup> place** Neville Olsen & Gill Stevens in their Morris Mini

**3<sup>rd</sup> place** Alan & Christine Allbon in their Mazda MX5

**4<sup>th</sup> place/1<sup>st</sup> North Shore** Chris Field/Paul Collins Mercedes

Some spot prizes were also handed out during the evening.

Our May club run on **Sunday 16<sup>th</sup> May** will be a brunch run to a nice restaurant that I had visited recently, with good food at a reasonable cost.

**June 16<sup>th</sup> (Wed)** is the date for our Branch AGM, and on the following Sunday (20th) we will have our June run. t.b.a.

If anyone has any ideas for places of interest to visit for club runs, please let the Club Captain know ([collins.electronics@xtra.co.nz](mailto:collins.electronics@xtra.co.nz)). It would be greatly appreciated.

For the **Spring Tour in September** the plan this year is to go north, to Kerikeri on the Friday, then Kaitia the next day, visiting Cape Reinga on the Sunday, and returning home via Rawene and Dargaville on the Monday.

Safe and pleasant motoring everyone.

Paul Collins

Club Captain

**The Bus:** The bus was started to move on o new 'museum' shed. Our work on the steering paid off as it is now quite steerable unlike the earlier attempts to drive it. It started first wind over but it took a bit to get the fuel up so it would keep running, not helped by the fact that we had not re connected the advance/retard after removing the steering box. It always amazes me how such a large motor ticks over so smoothly. Unfortunately the message on door heights did not get to the shed builders so to get it in we had to carry a load of members to weigh down the rear. The rear bumper is finished and fitted. Just need painting.

**Chevrolet Taxi: Tony Sparkes:** We have found one of the last original parts that we need, interior rear window frame. The rear seats are in and the front not far away. Then onto the carpet, glove box inner and maybe looking at the VIN. Here's hoping after years of work from many contributors.

**Chevrolet Fire Truck: Tony Sparkes:** All good. Performed well on the recent drive over to Kumeu.

**Bedford Truck: Peter Lloyd:** The Bedford is still progressing, been a few other jobs have pushed in but are sorted now, so front guards are getting their last coat of black, before installation. We had 2 new old stock tyres given to us this week for the truck by Robbie Torinton, Silverdale panel beaters.

**Wolseley: Paul Collins:** Wolseley Update. Manifold has been soda blasted, and ready to refit. 1 manifold stud to be replaced. Engine block repainted with green engine enamel. Exhaust pipe may need to be replaced. 4 near new tires brought over from storage shed and put inside Wolseley for later fitting.

**BSA Van: Clive Sandham:** The woodwork is progressing well and work on fixing the lace metalwork is under way with Colin Austen welding in the new panels. The new club MiG welder is worth its weight in gold.

**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!



*The bus is on the move! See Richard Bampton's article later in this edition.*



## NSVCC join in the celebrations. Honouring a local hero

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You may recall our recent visit to the Helensville A&P and our meeting with members of the Helensville Fire Service. During the show we were asked by the officers if we might be able to help with the celebrations surrounding the 50 Year Service Awards for local fire chief Ian Osborne. We naturally agreed. Thus on Saturday 18th April Peter Lloyd and your editor took our 1935 Chevrolet Fire-truck westwards. Our task was to meet 'Oz' and his wife at the Kumeu Fire Station and then chauffeur them across to the honours night at the Markovina Vinyard.



*Helensville Chief Fire Officer Ian Osborne. Celebrates 50 years of volunteer service.*

En-route to Kumeu we had time to spare and decided to pay a surprise visit to Gaylene and Brian Cullen, who live close to Kumeu. Oh what fun driving up their rather 'classy' development access road and down their winding drive with the Chev siren, "giving it some beans" and announcing our arrival. Brian was out the back, but Gaylene welcomed us and helped manage young Mitchell who was keen to jump up onto the seat and start asking a full range of "Why?" questions. Brian soon turned up and decided to hop up onto the seat beside his grandson. Before we continued to Kumeu Fire Station we grabbed a bucket of water and wiped down the guards and bonnet of the truck, which hadn't been cleaned since the Helensville show.



*'Pops' and grandson Mitchell, who, mischievously, is trying to find which pedal starts the siren.*

We arrived at the Kumeu station and were quite surprised when 5 minutes later we were joined by another restored Fire Truck. The Titirangi Volunteer Brigade 4X4 truck, at first glance, looked a little like one of the US Army 6-wheeler GMCs of which many were left in NZ after WWII. In fact it was a 1942 International that served as a crash tender



*1942 International belonging to the Titirangi Brigade*



*The Titirangi International was not a standard commercial vehicle modified for military service, rather it was produced to meet a standard US DoD design. This perhaps explains why it looks so like the US Army GMC trucks. The photo on the left is of a US Navy WWII Crash tender. I wonder if that is the Titirangi truck?*

with the US Navy in The Solomon Islands during WWII. On return it was repurposed in the Rural Fire Service and served all over Waitākere and was especially useful across the hilly tracks of the area. After some initial confusion we realised the Titirangi truck was there to ferry another long serving Helensville officer who had reached his 25 year service milestone.

Ian Osborne was delighted to see our truck, although he had less than fond memories of his first encounter with the Chev. Oz first met the truck in 1971 when he joined the Fire Service at the Wellsford Brigade. “In those days we only had around 20 calls a year and the Chev battery would often go flat between calls. Thankfully the station was at the top of the hill and we only had to push it off the drive and bump start it as it ran down the hill”.

Once the honours party were all assembled we formed up into a small convoy behind a Police cruiser with all the lights flashing and drove sedately back through Kumeu and then along Old Railway Road to Markovina. Both trucks drove elegantly into the courtyard with both sirens running hot. Many Firemen and Firewomen, with their partners, met us to welcome the two award recipients. Many took the opportunity to jump in the trucks for a quick photo. Helensville Brigade were thrilled with our contribution. One individual said to me “We owe you one” .... But I can't help thinking it's the other way around and we still owe them plenty.....



*Peter Lloyd relaxes and chats to the International driver.*



*Photo opportunities offered and taken*



*Finally, young Mitchell laughs at Pops' joke.*

**Bits and pieces:** A car to blow your mind and entries open for the VCC International Festival, New Plymouth.

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*This photo appeared a few days ago on the VCC Facebook Group. Stunning vehicle with superb cornering capabilities and a neat easy parking.*



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Saturday April 10<sup>th</sup> saw 8 vehicles and passengers gather at the North Shore Vintage Car Club rooms for the start of our Summer Saunter Tour, which this year would take us north to Whangarei and Tutukaka. The weather was rather threatening so closed cars were the choice for today.

Departing Albany we travelled through Dairy Flat to Kaukapakapa and followed S/H 16 to Wellsford, where 3 more vehicles joined us. Just North of Te Hana we diverted east to reach Mangawhai where some stopped for morning Tea. The rain had become rather consistent and windscreens began to fog up regularly. We continued through Mangawhai Heads and on up the Coast road through Laings Beach to reach Waipu, where some stopped to pick up food for a picnic lunch.

Continuing up S/H 1 to Oakley the route took us onto Mangapai Road then through some nice scenic countryside to reach Maungakaramea. Turning into Old School Road we continued to Maungatapere, stopping at **The Country Yard** - A private property where quilting and crafts were displayed for the ladies to look over, and some sheds, with Tractors and vehicles on show, to entertain the guys. The rain now was very heavy so we ended up sitting in our cars to eat our lunch.

Just 3 Kms on down the road we stopped at the **Packard Museum** where we were guided through the displays by our hosts. They have made a few changes since the last time I was there, but with so much to see it was hard to take it all in. The rain continued, heavily at times, as we travelled on to Whangarei. The plan was to visit the Town Basin but due to major upgrades taking place we could not enter at this point, so continued on around the shore/river to make our way toward the **Whangarei Falls**.

More torrential rain prevented visiting the **Falls** so we continued on to Tutukaka and our accommodation for the night. After checking in we came down to the bar and mingled while waiting for the restaurant to open for dinner.



*At least it was dry in the Packard Museum. How about this crossing the bridge in rush-hour?*



*Steam: The final frontier.*



*More recognisable Packards.*

We enjoyed a pleasant evening meal, and then I presented a bottle of wine to the 1<sup>st</sup> entry received and another for the oldest car on the Tour. A Hard Luck prize was presented to our Chairman who had a minor issue with a burning smell coming from under the dash board of his Daimler car. A roll of insulation tape remedied the situation.

The next morning greeted us with clear skies and sunshine. After breakfast and then checking out we travelled north-east around the Matapouri coastline and on to Hikurangi. Following S/H 1 south we returned to Whangarei and headed to the Northland Branch club grounds to visit their Swap meet, before continuing homeward.

Despite the **very wet** Saturday all enjoyed the Tour. 11 cars (23 people) participated. My thanks go to all who attended making it a successful event. Paul Collins: Club Captain



*Definitely a Packard.*



*Final shot from the Packard Museum. Thanks to Ross Moon for supplying some wonderful photographs despite the almost monsoon rains on the run up to Tutukaka.*

# Upcoming Events:

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Events begin to get a little fewer and further between as we move further away from summer. 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.

## May

**May 9: Waiuku Steel n' Wheels:** Waiuku CBD from 10am.

**May 15-16: Pukekohe Swap Meet.** Waiuku.

**May 16: Club Run Brunch Run Devonport/Birkenhead.**

**May 23: Auckland Midweek Ramblers:** Experts Rally. Are you good enough?

**May 30: Caffeine and Classics:** Smales Farm.

## June

**June 16: Club AGM 8pm:** Mark your diary

**June 20: Club Run t.b.a.**

**June 27: Caffeine and Classics:** Smales Farm.

## July

**July 25: Caffeine and Classics:** Smales Farm.

**August 29: Daffodil Day:** Planning a joint run with Waitemata and Warkworth branches. Probably to start at Smales Farm and head to Matakana. (Big club presence required)

**2022 VERO International Festival of Historic Motoring; 16-22 January 2022**

## Regular Diary

**Committee Meetings:** Last Monday of every month, 7.30pm.

**Tuesday Mornings:** Restoration shed open. Coffee and tea around 10 - ish.

**Wednesday Evenings:** Club night. Coffee, tea and banter.

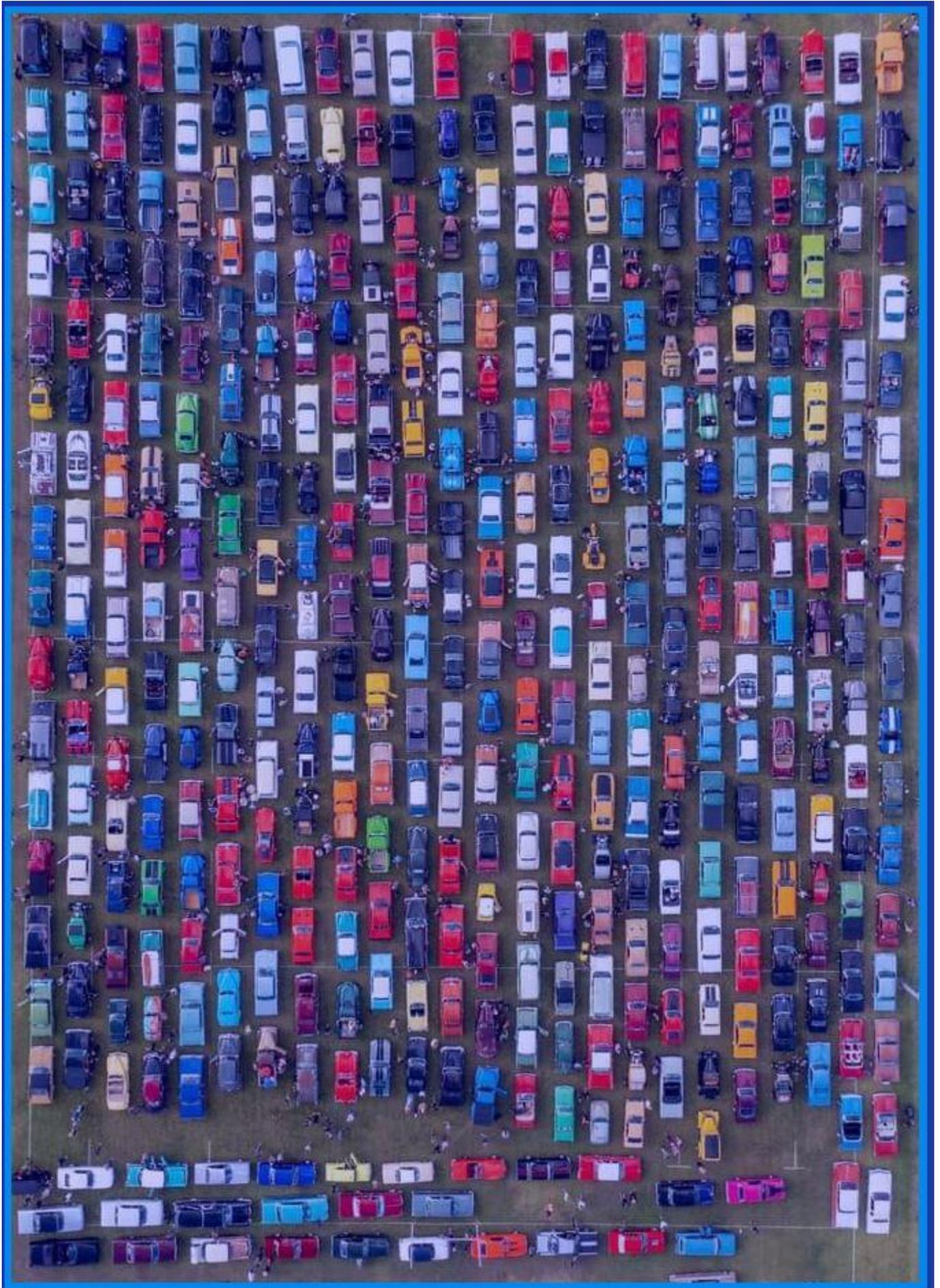
**Thursday Mornings:** All sheds open. Why not come along and explore the parts shed? Fantastic experience, even if you don't need any bits! Coffee, tea, cakes and savouries at 10.30am.



*Nice 1934 Vauxhall 14/6 spotted in a museum a few years ago..*

# What, When and Where? Nice image, but do you know what's going on?

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**Dennis Bus on the move:** Under its own power for the first time in nearly 80 years. Richard Bampton captures the tension.

Thursday 28<sup>th</sup> April will be remembered forever by North Shore Vintage Car Club members who were still lurking around at the end of the Thursday Restoration session, for it was then that the 1923 Dennis Bus was driven out to its new home in the recently completed 5 bay shed.

But the short journey was not without its interesting moments.....

To move a vehicle under its own power the engine has to be started. This took some time, with petrol being poured into the carburettor and into one of the cylinders and, with two men involved in the operation of the starter button and other controls, the motor fired up - briefly.

More petrol pouring, more brief explosions, then a loose control lever was identified and corrected.

More petrol pouring, more brief explosions.

One of the gardeners – the one who sits on the small mower – kindly donated some mower petrol. More petrol pouring, more brief explosions and then the engine started and ran sweetly.

We all watched to see if Colin Austen would have to apply all his strength to shift the gearstick and/or turn the steering wheel. The gears snicked effortlessly into first and the bus moved forwards, out through the door and into the sunshine, along the concrete and onto the carpark. Colin is a big strong boy, and with apparently no effort guided the bus round a zig-zag course in order to line up with the door to the new shed.

Sighs of relief were breathed – the work on the steering box and installing thrust bearings at the bottom of the king pins had paid off. (Or has Colin been going to the gym in preparation?)

Then the engine stopped. The bus, and the NSVCC, had run completely out of petrol. Petrol was procured and this time the engine started up easily and ran continuously and smoothly.

However, having manoeuvred the bus ready to reverse it into the shed there were worried looks on many faces, particularly those involved in the building of the shed, when it was realised that the bus appeared taller than expected.



*Tony Gillet 'Braces for impact' as Colin Austen drops the clutch,*



*Looking splendid in the sun.*



*Nigel Wells sizing up the problem*

# Dennis Bus on the move: Cont.

Would it fit under the door?

Fortunately Nigel Wells produced his electrical rods and was able to measure the height of the bus. However when the rod was placed against the door gloom descended. The bus would not fit by about  $\frac{3}{4}$  inch. (It is a British bus, so we will use Imperial measurements.) The solution was easy, since the same problem had been encountered when the bus was taken out of the restoration shed two years ago. This time it was easier because everyone had enjoyed all the good food available at 'smoko' and about 14 willing volunteers boarded the bus, their combined weight compressing the springs by  $1\frac{1}{2}$  inches.

Driver Colin shifted dextrously into reverse and carefully manoeuvred onto the ramp leading into the shed. The rear wheels climbed onto the ramp; the roof of the bus got nearer to the top of the doorway. Sprightly young David Lane, balanced on a step ladder behind the bus, winced a lot but continue to wave the bus into the shed. Steadily Colin eased the bus backwards. There appeared to be enough clearance. The front wheels now approached the ramp. It was impossible to see how much clearance there was. The front wheels climbed onto the ramp and the roof rose higher towards the top of the door. Backwards, backwards, and the bus was in!

It will only be able to go out when there are 14 large members of the club wishing to go for a ride. Or maybe the doorway can be lifted up just a little?

*(Editor: I think we will see the grinder out there soon)*



*Our 'Traditionally Built' restoration team play their vital role with style and elan.*



*There's 'Tight', there's 'Water-Tight' and then there's 'Duck's-Bottom-Tight'*



*Relief all round!*

Despite being a member of the club for just over three years this was my first Northern Raid. In fact it was my first 'formal run' with full directions, as opposed to previous *Meet Here and Drive to There* events. Navigator in the MG was Gordon McGhie and I must admit we both gulped at the rally instructions. We weren't alone however when another entrant was overheard with a plaintive, "Wow! Three pages of instructions before lunch!"



*Peter Lloyd's Mercury, Terry Flude's Corvette, Jim Drumond's Chevrolet and Andrew Lunt's Dodge*

In our little discussion group we had my little MG, new member Terry Flude in his gorgeous Corvette, another new member Andrew Lunt in his very hairy looking Dodge Challenger and Catherine Macken in her De Soto. Catherine decided to "Have a lovely drive around and I'll see you at lunch". The rest of us decided that discretion was the better part of valour and that we would all follow Peter Lloyd and Heather in their Ford Mercury.



*Bill Duffy's Model A, Plymouth and a hot Vauxhall.*

The run was pretty much impossible without a navigator and that was probably something that we ought to make clear to all entrants when we do another run like this.

The run itself was great and whilst we generally keep an eye on Peter Lloyd at the head of our little convoy, Gordon was on the ball and was confirming all turns and twists before Peter made them. To be honest I'm not entirely sure where we went but I think we headed over to Kumeu and sort of looped around the South and West of the town before fluttering back through Coatesville and over to Dairy Flat for lunch.



*The 1966 Vauxhall VX 490*

Lunch was excellent value and most enjoyable or as Princess Anne might say “Moisten Choiple”.

Following lunch we drove directly back to the club to open up. That was interesting in itself since someone had added washing up liquid to the dishwasher (Instead of Diswasher tablets) before we left and the kitchen floor was covered in suds.

Having driven the route I now realise the effort that must go into plotting such a rally and huge thanks to Bruce Pitcher and team for all the effort that they put into the run. I don't think many were interested in the results of the Competitive Run, suffice to say that Auckland got the three top spots, but congratulations to Chris Field and his navigator Paul Collins for coming top of the North Shore entrants.



*Star car of the day was Trevor Larsen's Hillman Straight Eight*



*Another shot of Trevor's Hillman*



*Thanks to Bruce Pitcher and his team for plotting the route.*



*Convoy navigation team, 'par excellence' of Gayleen Cullen and Heather Lloyd. Driver Peter Lloyd looking on.*

**Road Worthiness Testing:** Mrs Brown, on watching her son's passing out parade from military training turned to her husband and said, "Ooo look Alf, they are all out of step apart from our Tommy"

I wonder how many of you noted this table, shown in the "Mailbag" section of the latest (April/May 2021) edition of Beaded Wheels?

One avid member had spotted this in Classic Car magazine. The table publishes the varying requirements/frequencies of WoF or roadworthiness testing around the world. The table itself makes very interesting reading. New Zealand clearly has the most stringent and frequent testing regime and UK probably has the most relaxed. The UK requires no testing of vehicles over 40 years old. Nor does it charge for Rego/Road-Tax for those vehicles.

COUNTRY	AGE OF CAR	WOF REQUIREMENT
Australia (QLD and ACT)	All	Only change of ownership
Australia (other states)	10-plus years	Annually
Canada*	All	Only change of ownership
Japan	All	Three years from new then two yearly
US	All	Roughly half of the 50 states no requirement
European Union (guidelines)	All	Four years from new then two yearly
Netherlands	35-plus years	Two yearly
Netherlands	50-plus years	None
UK	40-plus years	None and no rego
New Zealand	20-plus years	Every 6 months

*\*An authorised mechanic can report a vehicle as being unfit for the road*  
Information reproduced from Classic Car magazine.

After having a good look at the table, I started to wonder why there were such differences between the way testing rules apply in different countries. Just looking at New Zealand versus the UK (strictest v most relaxed) then why do you think we differ so much?

- Does the salt on UK Roads mean that cars fall apart before they become a mechanical risk?
- Does the UK trust its car owners more than New Zealand?
- Are old car owners in New Zealand less able to check and maintain their own cars?
- Does the New Zealand government need the money more than the UK?
- Does the New Zealand government want to create more employment for testers?
- Is there evidence that older cars cause more road fatalities and injuries in New Zealand than the UK?
- Are insurance companies in New Zealand driving this difference?
- And finally just bring our friends across the Ditch into this: Why are Australian requirements much more relaxed than ours. Similar population densities, weather, vehicles?

Is anyone able to add to this discussion? Why do you think our laws are so different? Has anyone any official knowledge of why we have this difference? Anyone got other suggestions as to why we (our vehicles) are treated so differently than other countries? Please drop me an email, if you can add any light on this matter.

Finally and going back to Mrs Brown. Can anyone remember who told Mrs Brown that she had a "louverly daughter"?

**McCormick Harvesting Machine Company:** was founded by Cyrus Hall McCormick, one of the most respected industrialists of the 19th century. McCormick was born in Virginia in 1809 and followed in his father's footsteps as a farm machinery inventor. At just 22, McCormick had designed a versatile reaper for harvesting grain. Patented in 1834, the reaper gained great success as McCormick added more elements to improve it. In 1847, McCormick discovered higher demands for his farm machines on the larger farms "out west" – in Illinois, Ohio, and Indiana. He, therefore, moved his business to Chicago and ventured into other agricultural equipment. McCormick also developed the best marketing and distribution strategy in the industry, with more than 10,000 dealers.

**The Merger with Deering:** In the same era, William Deering founded Deering, Milliken and Company, which still remains an important company today. He invested in a farm implement company in Illinois before moving to Chicago in the 1870s where he established the Deering Harvester Company.

With dozens of smaller competitors in the 1880s, both McCormick and Deering saw intense competition for the farmers' money. After Cyrus McCormick died in 1884, his son Cyrus, Jr. took the reign of the company and continued to grow the business. The two companies made several efforts to merge in a bid to overcome the competition, but they could not amicably agree on the value of the two giant companies. In 1902, the J P Morgan company managed to work out a compromise, and Deering, McCormick, and three smaller companies merged to form the International Harvester Company. The McCormicks owned 42.6% of the company, the Deerings 34.4%, while Morgan and other smaller companies held the balance.

Under the management of the McCormick family during the first few decades of the 20th century, the organization ventured into the budding gasoline-engine tractor business and later into the farm truck and highway truck businesses.



*1916 International Model G.  
(part of their 'F' Series of trucks)*



*1935 International C1 Truck*



*1938 International D15*

The International Harvester continued expanding globally and by 1909, it was the 4th largest industrial company in America in terms of assets. In 1917, the International Harvester was larger than General Electric, General Motors, and Ford, and as large as all other farm implement competitors combined together. By the 1930s, The International Harvester had 44% of the U.S. tractor market with its popular Farmall brand twice the share of the closest competitor John Deere.

**The International Harvester's Early Trucks:** The International Harvester Company has built and sold International Trucks from 1909 to date. Originally marketed to farmers, International Trucks have been a huge success and today serve businesses in the cities as well. Here is the chronological list of trucks manufactured by the International Harvester Company before being renamed Navistar International in 1986:

### **Auto Wagon (1909-1916)**

The Auto Wagon was a variant of Auto Buggy of 1907 and was the first truck built by International Harvester. The models included Auto Wagon AA, AW, MW, MA, MAX, and MWX. It was simply a light wooden wagon powered by a primitive petrol engine mounted underneath the body. The trucks were designed for farmers using poor rural roads but were later introduced in urban areas as well.

**F Series (1913):** The Model F took a different shift from the Auto Wagon and included models F, G, H, K, and L. The truck came with a steel frame with a "Renault-type" tapered bonnet. It was driven by a front-mounted engine that drove through a driveshaft and transmission to a geared differential rear axle.

**C series (1934-1936):** The C series range of trucks came in 1934 and featured a new all-steel cab. Other mechanical advances were made with door-to-door milk delivery models being the most popular. Cab-over-engine models were also availed.

**D Series (1937-1939):** The D Series range of light, medium, and heavy-duty trucks were introduced in 1937 to replace the C series. They featured a rounded styling and a whole new cab with a two-piece V-shaped windshield. Semi-tractor models and cab-over-engine models were available as well.



*1948 KB5 and KB3*



*International L Series range introduced in late 1949. This L110 is from around 1954*



*1960 B Series. Note the IH logo.*

**Metro (1938-1962)** The Metro range of step vans was introduced in 1938 and came with a rounded cab-over-engine body with sliding doors on a light or medium chassis. In 1963, the company replaced the original-style bodies with flat-panel models.

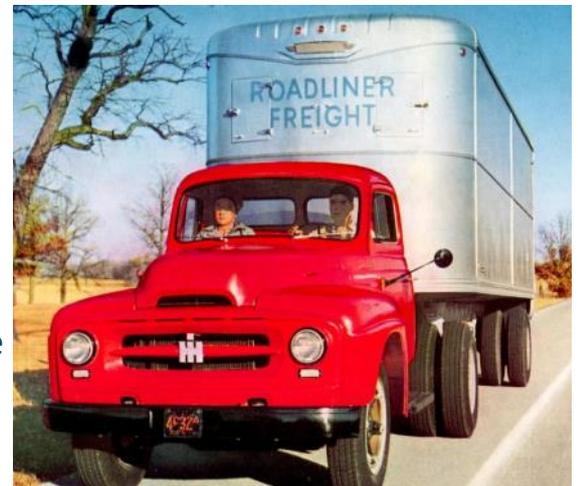
**K and KB series (1940-1948):** The K series range of trucks was introduced in December 1940 and was typically an update of the D series of 1937 with a few cosmetic changes. In 1947, the K series was updated as the KB and included all types of bodies, including semi-tractors. COE models were sold until 1943, and the KB series was replaced by the L series in 1949.

**L series (1949-1951):** The L series came into the market in late 1949 and were the first new trucks after the war-era models (D, K, and KB models). These trucks featured a cab with a one-piece curved windshield that remained in service until 1971. Cab-over-engine models were available from 1950 through to 1952 when the L-series was replaced by the R Series.

**R series (1953-1967):** The R series was an update of the L series and featured the same cab, but with cosmetic changes to the front end. More engines and cab-over-engine models were also available. All types of bodies were used, with models R-190 and above available as semi-tractors. In 1955, the light and medium models were replaced by the S Series while the heavy-duty versions were replaced with Fleetstar A in 1968.

**V series (1953-1967):** The V series range of heavy-duty high-power trucks was introduced in 1953 and used the same cab as the R series. However, they had a shorter hood with a wide rectangular grill opening. The series featured a large V8 type engine and cab-over-engine models were available.

**A and B series (1957-1964):** The A-series line of light and medium trucks featured a special A-100 Golden Jubilee Model with a gold and white paint scheme. The truck had modern styling and came with a new, wider cab that remained in service until 1976. The 1959 update changed the name to B series that was later replaced by the C Series in 1965.



1953 International R165

*I'm sorry but I've had to curtail this article now as I'm running out of space allowed. There are many more vehicles in the International range. Perhaps we will revisit in a later edition?*

*Finally whilst researching this article I was surprised NOT to find an example of our 'Cover Girl' International Fire Truck. It would appear that, unlike the UK Ministry of Defence, the US Department of Defense did not take standard production models and 'militarise' them. Instead they developed a completely new design and issued a tender to potential suppliers. This is why the Titirangi Fire Truck looks a lot like all those GMC Marine Corps trucks left here after the war. Both GMC and International (and perhaps others) built completely new vehicles for a standard spec. The US Navy chose International to make their Crash Tenders. I feel an article on military vehicles coming along.*

**Formal Notice of Meeting**  
**North Shore Vintage Car Club**  
**Annual General Meeting**  
**8.00 pm Wednesday 16th June 2021**  
**At The Clubhouse, 40 Masons Road, Albany.**

Nominations for committee must be in the hands of the Secretary by 5pm  
on Friday 11th June 2021.

You must hold a current, active membership card in order to vote at the AGM.

A blank nomination form has been sent to all recipients of the May edition Progress magazine. In addition printed copies of Nomination Forms will be available in the clubhouse.

Completed Nomination Forms may be handed over personally, posted or emailed to the secretary (Maurice Whitham) by using the [northshore@vcc.org.nz](mailto:northshore@vcc.org.nz) email address.



# Bits and Pieces: A few interesting photos posted recently on the club Facebook Group.

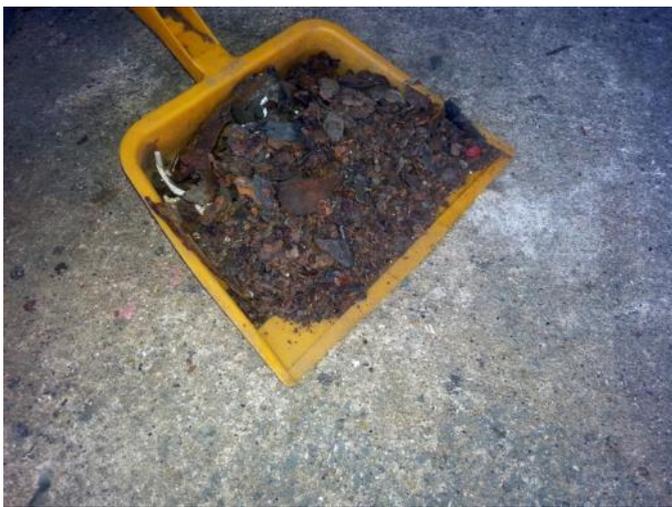
Progress  
May 2021



*I wouldn't sit on that seat again!!!*



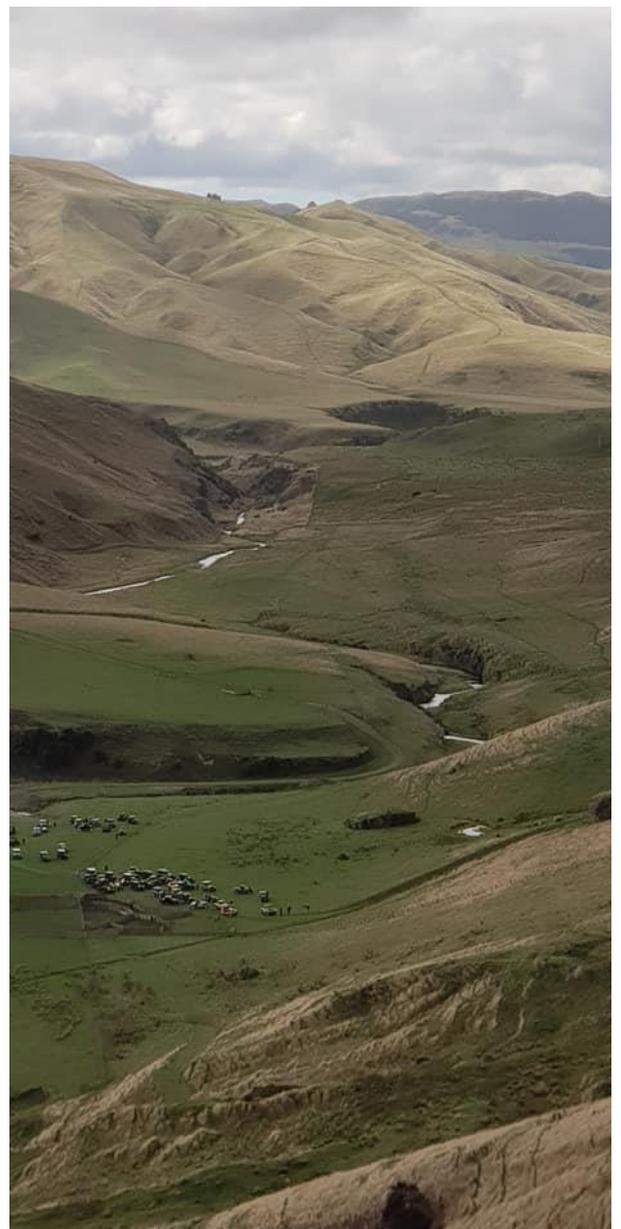
*Hampton Downs 2014.*



*1968 Lancia: barn-find.*



*Traffic Jam at the Highland Fling Rally.*



*Nice 'Fling' photos by Diane Quarrie.*

# Committee Notes: 29 March 2021

## Synopsis of the latest committee meeting discussions

Progress  
May 2021

**New Members:** Terence Flude, David Dobbie, Edward Tagg, Harold Kidd, Dion Coleman.

**Northern Raid:** Disappointing turn out for the Northern Raid despite the amount of work put in to run the event. Serious consideration to be given to the continued running of the event.

**Air conditioning:** Quotes are being obtained for air conditioning units. We have received initial quotes for the flat and for the main clubrooms. Further quotes to be obtained.

**Security issues:** Doors were found to be opened and pinned back on all three sheds after a recent Thursday morning get together – not satisfactory. It is imperative that the premises are properly locked and alarmed after each meeting has concluded. One faulty security camera has been replaced.

**Dennis chassis:** Chassis has been sold to a person in Gisborne along with surplus equipment.

**Survey results:** Survey results were discussed by the Committee with the recommendation that 6-8 of the issues raised be attended to in the first instance. Stuart Battersby was thanked for his efforts to date. This matter is to be further discussed at the AGM and it is hoped that some work will already be commenced by that time.

**Tractor Shed:** The tractor shed is still being worked on, despite Neil Beckenham being unwell.

**Maurice Whitham:** Club Secretary



*No less than 47 members  
and guests for 'Smoko' on  
29th April.*

*Why not come down one  
Thursday? 10.30 am*

*We would love to meet you.  
Come in your daily driver  
and join us for Teas, Coffees  
and the best sausage rolls  
South of Singapore!*

# About Us

Progress  
May 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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