



North Shore
Vintage Car Club

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Progress:

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



Welcome to our February 2020 edition of Progress. I hope that you all enjoyed your Christmas and are now raring to get back to your cars/projects.

Our daughter, her husband and our grandson have now flown back to the UK so we get our house back in order. We'll miss them though! Our son-in-law works in the design group at Bentley Motors in Crewe, England and I was rather proud that he fell in love with my MG. He drove it over to Pauanui and then up to Hahei and did numerous day trips around Auckland. The MG performed faultlessly throughout.

At the start of December I took the MG on a road trip down to visit friends in Palmerston North and Wellington. Great fun cruising round the Wellington bays in a typical 50 knot wind and plenty of photographs taken at the car museums in Hamilton and Paraparaumu. The MG 'almost' performed faultlessly apart from an airlock in the fuel system. The car drove well enough but the poor old (new actually) fuel pump was constantly ticking away. A very helpful agricultural engineers in Te Kuiti gave me some workspace, jacks and axle stands and I was able to re-route and straighten out the fuel line and resolve the issue within an hour or so.

Can I just remind you that Barry Thompson and I are trying to muster enough cars to put together a club stand at the Brits and Euros show on March 1st. Please look at the detailed notice in this edition.

Finally I must appeal for more material for this magazine. I need your photos, ideas, articles (or even a set of notes) to make this an interesting and relevant magazine. Over the past two months, I've only had two sets of photos from Terry Costello and Richard Bampton, an interesting link from Bruce Skinner about Morgan cars and a nice short story also from Terry about a run to the Lochinvar Station. Please, please, please give me some ideas and material to include in this magazine.

A final reminder to get down to the club on Thursdays, see what we are doing and join us in a coffee and John's amazing sausage rolls. Stuart (battersby56nz@gmail.com)

- * **Chairman's Message:** Kevin Lord.
- * **Can you guess what it is yet?** What are you like at dashboards?
- * **Club Captain's Report:** Richard Lloyd.
- * **Work and Play on Club Days:** Members get down to serious work on grounds and maintenance.
- * **Focus on the Marque:** The Essex.
- * **Upcoming Events:** Club runs and independent events.
- * **Workshop Updates:** Updates on our project vehicles.
- * **Committee Notes:** A brief synopsis of last month's NSVCC committee meeting.
- * **About Us:** Who's who and where's where.



Our cover photo this month is an "Essex Super Six". It's very difficult to find much about the history of these cars. The more I searched the more questions I found.

Chairman's Report January 2020

Kevin Lord

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Happy New Year to all! Hoping you had a wonderful break over Christmas.

Now with this great weather we are having, we are getting to drive our cars in some brilliant sunshine.

Coming back for our first Thursday morning we had 45 cars in the parking lot and a big turnout for our morning tea. Everybody seemed to be refreshed and ready for a New Year with our club restorations and projects.

Looking forward, I can see our Dennis bus being finished this year, with the team now laying the lino and fitting the seats, with only a few minor areas for completion. Great work team.

The '39 Chev. Taxi is also having it's upholstery fitted and will not be very far away from completion. The fire engine has had considerable work done (valve replaced, new carburettor, and radiator flush) so there is a lot of work going on at the moment to keep us all busy. Looking forward to a progressive year.

Happy summer motoring Kevin



Your chairman Kevin Lord, just to the right of the table in his Safari gear and is that a skirt that Richard Lloyd is wearing?

Can't wait! Must Dash!

What are you like on dashboards? Just name the manufacturer.

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Club Captain's Report

February 2020

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Happy New Year everyone! I hope you have been making the most of all the amazing weather during the holidays and taking your cars out for good long runs.

Just recently it has been so hot it hasn't been encouraging to go for runs but we have managed a few events. We had a very nice Christmas get together at the Club starting with a gymkhana organised by Kevin Lord who did a great job getting everyone involved. It was a lot of fun watching the old cars "speeding" around the grounds. We have some very skilful members in the Club. There was even an electric car having a go but the petrol cars had the edge. The times were close amongst the faster cars with a certain Daimler winning.

Many thanks to Kevin for the hard work in a real fun gymkhana. Following the gymkhana we had a very nice pot luck dinner. The day was well attended with a good turnout.

We were invited to take some of our cars along to North Haven Hospital, Whangaparaoa, on Sunday 26th January. We were very pleased to have nine cars turn up, six of them from North Shore. The patients were very interested in the cars and spent quite a lot of time inspecting the cars, some of them who were able, reminiscing about cars their parents had. It was a very pleasant morning and it was nice sharing our interest with people who can no longer follow their own hobbies.

We even had two police cars turn up. Surprised, we wondered who they were going to pick up. We had noticed a modern parked in one of our designated parks but didn't take too much notice. Apparently there was an uninvited guest on the back seat – you guessed it. It was a stolen jeep which the police took away together with the thief.

I have had an email from North Haven thanking us for taking the cars along and expressing the hope we will visit them again in the future. The staff and patients really enjoyed the diversion.

Richard Lloyd

Club Captain



Dick Andrew's Nash Metropolitan at the Christmas Motokhana

Unfortunately I missed the event, but I hear the event went very well indeed. Tony Sparkes' pizza 'shop' was a great success. Thanks to all attendees and organisers. Roving reporter and trainee photographer Richard Bampton has sent through some great shots.



Club Treasurer Ross Moon in his 1917 Dodge. In the passenger seat is John Higham, understandably traumatised by the journey.



Ian Kell in his wonderful Model T accompanied by Ray Urbahn in the passenger seat.



Catherine Macken in her De Soto, followed by Viv and Pauline Pearman in their MGB.



Richard Lloyd and Kevin Lord, ~~manipulate~~ calculate the results (1st Richard and Mary Lloyd in their Daimler, 2nd Richard Andrews in his Metropolitan and 3rd Brendon Cullen in a Mercedes.) The competition was great fun and enjoyed by all.

Upcoming Events:

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February 2020:

February 12: Auckland Midweek Run The Warehouse car park, Westgate. 10-00am start and heading for West Lynn Gardens.

February 13,14,15,16: Brits at the Beach, Whangamata

February 16: Club Event : Café Lunch Run: Meet 11.00-11.30 to a venue just North of Orewa

February 20,21,22,23: Art Deco Weekend: Napier

February 23: Caffeine and Classics: Smales Farm

February 29: Waitemata Branch, Manunui Coastal Estate Hill Climb (Pre 1960 Vehicles) call Hamish Andrew 0272 969 665 or 021 568 612 for more details

March 2020:

March 1: Brits and Euro Show: Lloyd Elsmore Park, Pakuranga, Club Stand

March 11: Auckland Midweek Run: Drury Services start heading to Waiuku and BYO Lunch Cruise on the Manukau. (You MUST contact Norm and Pat ASAP if you want to go on the cruise)

March 15: Target Date for Posh Picnic: Watch this space

March 13, 14, 15 Lake Taupo Country Roads Rally (Contact Taupo Branch)

March 29: Caffeine and Classics: Smales Farm

April 2020:

April 10—13: North Island Easter Rally. (Closing Date March 12) For more details contact Rally Secretary Michael Gaffaney via email to michael@gaffaney.com or post to VCC Horowhenua PO Box 458, Levin

April 26: NSVCC Northern Raid See centre pages for information and entry form

April 26: Caffeine and Classics: Smales Farm

Regular weekly timetable

- Every Wednesday Club-Night: coffee, tea and banter.
- Every Thursday Morning 9am—Noon : Restoration shed, Spares Shed and Library all open. Coffee, tea and cakes at 10.30. Over 40 members now regularly attending at 10.30.

Longer term dates for your diary

- **2020 National Easter Rally:** Organised by Horewhenua Branch, Levin. Expressions of interest required ASAP michael@gaffaney.com or 04-905-2402
- **April 26: NSVCC NORTHERN RAID:** This is our annual headline event. Mark your diary.
- **May 10th Hawkes Bay VCC: Back to Basics Swap Meet:** Contact Steve Donovan on 027 217 7730

Work and Play on Club Days

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Sometimes it's not just about the cars. We are lucky enough to have superb facilities at Masons Road. Four large sheds, an elegant and glorious clubhouse all situated on a very large plot. This lot, however, doesn't maintain and manage itself, we rely upon the help and contributions of members. So here and now and on behalf of whole club here's a big thank you to all those who help with the upkeep and maintenance of our facilities.



How many of you remember a B/W children's TV programme called: "Bill and Ben: The Flowerpot Men" ?

Far be it from me to suggest that Brian Bisset (with his barrow) and Ray Urbahn (about to behead an Agapanthus), could be stars of the upcoming remake of the series. Huge thanks to both of you. Your efforts are noted and appreciated.

It's that time of year again as Peter Lloyd and Arnold Van Zon help David Lane enjoy his annual bath-time experience.



Three more photos to illustrate the versatility and dedication of our hard-working members.



Tractors coming from everywhere! On the left we have Peter Aitken off to mow the lower paddock. (Is it true that he listens to Jimi Hendrix on those headphones?) On the right (and never far away from a beer fridge) Terry Costello removes the club bar fridge to the Spares Shed for storage and display of some of our more rare spares.



David Lane, Arnold Van Zon and yours truly manhandle 600kg of scrap steel onto the truck. Thanks to the Spares Management Team for their hard work and the financial contribution made by their efforts.

We now regularly have over 40 members joining us on Thursday mornings. There is no obligation to get involved in any of the projects or maintenance (but we'll never refuse an offer of help). Many just come down for a natter, a coffee, to check our progress or to offer advice. You will be welcomed into our social group with smiling faces and a hearty handshake. Make a date and come and say hello.

Northern Raid Rally 2020

Sunday 26th April 2020

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This year's Rally will be similar to last year, with a shorter and a more straight forward morning rally, followed by a relaxed afternoon tour.

The rally will start from, and finish back at, our North Shore Clubrooms, with a short timed section, and the usual silent checks along the route. We will also have a touring route available for those who prefer a more relaxed day of sight-seeing and all should finish back at the club about 4.30 pm.

Meet at our club rooms about 10.00 for a quick Morning Tea/Coffee, before heading off on the morning stage.

We will be stopping en-route for a picnic lunch about 12.30 pm, and then heading away again about 1.30 pm for a nice scenic country cruise, followed by a visit to a private collection before returning to the Club rooms for dinner.

After which a relaxed social evening commences, with Dinner (prepaid on entry form) about 6 pm. Followed by prize giving.

We hope you will join us on this, our Main Calendar event, to have an enjoyable day motoring and a friendly social evening and meal with other like minded people.

***Remember, the winner does not have to plot next year's event,
so come along, support the branch and give it a go.***

Ladies are invited to enter teams.

NORTHERN RAID ENTRY FORM 2020

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Sunday 26 April 2020

NAME: _____

ADDRESS: _____

PHONE: _____ EMAIL: _____

MEMBERSHIP BRANCH: _____ MEMBERSHIP NUMBER: _____

DRIVER: _____

NAVIGATOR: _____

VEHICLE MAKE: _____

MODEL: _____ YEAR OF MFG: _____

Rally Selection (please tick) Competitive: _____ or Touring: _____

ENTRY FEE (per car, includes rally plaque) _____ \$ 25.00

DINNER @ \$20.00 pp _____ () \$ _____
(Choice of Lamb or Beef Chicken)

TOTAL PAYMENT \$.....

Please deposit payment direct to: 12-3072-0376473-00

Giving your **name** as reference and **NRAID** as particulars (Payment made on-line)

(OR Cheques payable to North Shore Branch VCC)

And POST Entry Form (and Cheque) to: **Northern Raid Rally, C/O Neil Beckenham,**
42 Poynter Lane, RD2, Silverdale 0992

NOTE !! ENTRIES CLOSE 19TH APRIL 2020

- ♦ Meet at our Clubrooms about 10.00am (Clubrooms open from 9.30 am)
- ♦ First car away at 10.30 am.
- ♦ BYO some lunch to eat.
- ♦ End point – Back at Clubrooms by 4.30 pm – Dinner about 5.30 pm

Workshop Updates

A brief update on all the current workshop projects.
Achievements last month and plans for coming months.

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The Chevrolet Taxi : Tony Sparkes: Not much progress here. Jim, upholstery, has been busy on other projects (mea culpa) so has not done much on the interior.

Fire engine: Tony Sparkes: We have fitted a replacement carburettor, Holden Stromberg, and a new coil without any drama, and that has made a big difference . However, the opinion is that the carb needs different jets fitting.

The Bedford AA Truck: Tony Sparkes: Bedford; no luck in sourcing a replacement guard for it. Stuart will weld in a new patch piece, and with help from Neville, bead it ready to re-wire for the whole arch.

The Bus: Clive Sandham: All main sections of floor coverings now fitted. Next task is to fit all the passenger seats.

The BSA Van: Neil Beckenham: Little to report since December edition. Work continues on wooden framing, we have just started to clean up the front guards to assess their condition.

Wolseley: The original engine has now been removed for inspection. In the meantime we are cleaning and reviewing a second engine that came with the car to see if that might provide a stop-gap solution.



The Fire Engine on its first test run after maintenance

NORTH SHORE VINTAGE CAR CLUB

February Lunch Run 16th February

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Sunday 16th February

Meet at clubrooms – 11- 11.30

Cars away at 11.45 to lunch venue just north of Orewa

See you there

Focus on the Marque: The Essex

Great cars, but a confusing history

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I've led a very sheltered life! Until recently I had never heard of Essex Cars (apart from my favourite little Fords being built in Dagenham, Essex and occasionally being known as Essex Cars). Late last year, new club member Peter Flannery popped round our place to ask some questions about registering his Essex. Having never heard of the marque, I did a little more digging and unlike previous internet searches actually found very little.

During its production run, the Essex was considered a small car and was affordably priced. The Essex is generally credited with starting a trend away from open touring cars toward enclosed passenger compartments.

Originally, the Essex was to be a product of the "Essex Motor Company," which actually was a wholly owned entity of Hudson's. Essex Motors went so far as to lease the Studebaker auto factory in Detroit for production of the car. By 1922 however the Essex Motor Company was dissolved and the Essex officially became what it was all along, a product of Hudson.

In 1919, Hudson introduced the Essex brand of automobiles; the line was originally for budget-minded buyers, designed to compete with Ford and Chevrolet, as opposed to the more up-scale Hudson line. The Essex found great success by offering one of the first affordable sedans, and combined Hudson and Essex sales of over 301,000 vehicles moved from seventh in the U.S. to third by 1925.

Essex cars were designed to be moderately priced cars which would be affordable to the average family. Proving durable, their capabilities were checked upon and



A 1919 Hudson Essex Tourer

confirmed by AAA and the United States Post Office. In 1919 an Essex completed a 50-hour, 3,037.4 miles (4,888.2 km) endurance test in Cincinnati, Ohio, at an average speed of 60.75 miles per hour. **(That's TWO Le Mans 24 Hours at an average of nearly 61 mph IN 1919!!)** The early Essex cars also captured many hill climb records. In a special Essex race car, a chap called Glen Shultz won the 1923 Pikes Peak Hill Climb. The car had a 108.5-inch (2,760 mm) wheelbase.

The first generation 1919 Essex was known for its superior performance. The flathead four-cylinder engine turned out 55 horsepower. The car's angular body lines also contributed to its performance.

One of the more famous USA Essex races took place in August 1920 and featured four Essex cars. Two started from the East Coast and two from the West Coast. Each carried a mail pouch and, like the Pony Express riders of old, relief drivers were sworn in as letter carriers. The average time for the quartet was 4 days, 21 hours and 32 minutes. The race generated tons of publicity. In 1924 Essex introduced a new 6-cylinder engine, which launched the Super-Six range of Essex vehicles.

Initially Essex marketed a line of touring cars (open four-door cars with canvas tops), which was the most popular body style in production at the time. While Essex added an enclosed sedan in 1920, it was the introduction of the 1922 "closed coach", priced at \$1,495 (just \$300 above that of the touring car) that made the biggest impact on sales. By 1925 the coach was priced below the touring car. While Henry Ford is credited with inventing the affordable car, it was Essex that made the enclosed car affordable.

In 1928, the big news was the use of four-wheel mechanical brakes. Essex boasted "piano hinge doors" which were exceptionally strong. An advertisement shows a man fully supported by an open door to demonstrate the strength of the hinge.

Essex sales remained strong into 1931 before sales began to trend downward. In 1932 a redesigned Essex debuted and was named the

Essex-Terraplane, a play on the word aeroplane. In 1934, however, the Essex name was no more and the car carried on as the Terraplane.

In 1932, Hudson began phasing out its Essex nameplate for the modern Terraplane brand name.



1927 Essex Super Six Two Door Coupe



1930 Super Six 4-Door Sedan

Focus on the Marque: The Essex (cont.)

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The new line was launched on July 21, 1932, with a promotional christening by Amelia Earhart. In 1932 and 1933, the restyled cars were named Essex-Terraplane and from 1934 just Terraplane, until 1938 when the Terraplane was renamed the Hudson 112. Hudson also began assembling cars in Canada, contracting Canada Top and Body to build the cars in their Tilbury, Ontario, plant. In England Terraplanes built at the Brentford factory were still being advertised in 1938.



Amelia Earhart with her 1932 Essex Terraplane

Hudson and Essex vehicles were imported into New Zealand by Dominion Motors of Wellington which began operations in 1912. Vehicles were assembled and finished in-house from partial knock-down kits.

In the South Island, Hudson and Essex vehicles were imported by W.G. Vining Limited of Nelson, beginning in 1912. A car assembly plant was established at the premises and shortly thereafter Vinings obtained licenses to import and assemble other British and American vehicles.

New Zealand car sales for the first nine months of 1927 saw Essex in third place with 898 vehicles sold.

To finish here's where we come to our little mystery. But before we start let me say that there is absolutely no question about the authenticity of Peter Flannery's Essex, which is without doubt entirely original and once the restoration is complete will be an absolute stunner.

But, here's the conundrum: The Essex company history states that Hudson exported vehicles to England as "Knock-Down-Kits" to be assembled at its Brentford plant in West London. Peter's car however has a, clearly genuine, manufacturers Vin/ID plate that says "Essex Motor Company, Coventry, England". I have a couple of mates who work at the Coventry Motor Museum, and according to the curators at Coventry Motor Museum, Essex Motors never had a factory in or around Coventry. A puzzle? My personal view is that being a "sharp" American auto manufacturer, they set up an official company office (probably not staffed) in Coventry, in order that they could associate with the city that at the time was seen as the innovative centre of British car production. Coventry certainly has more of a feel of quality than Brentford.

Lochinvar Station Back-Country Weekend

Report by Terry Costello and photos by Ian Goldingham

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On the 18th and 19th of January, Joss and I joined a small tour group (organised by Ian Goldingham of our Waitemata Branch) in the back country of the Lochinvar Station. We travelled down from Opito in our Model A Pickup and met the rest of the tour party (just six cars in total) at the gates of Lochinvar Station (Roughly halfway along the Taupo – Napier Highway.)

From the gates we travelled approximately 30 kilometres up farm tracks following the Repia River to a remote, but quite elaborate hut, where we spent a very pleasant evening starting with an excellent hangi followed by a good sleep in very comfy bunks and completed with a “perfect” breakfast. A truly wonderful tour and it was very easy to imagine we had been “Time Warped” back to the 20s and seeing the country as early settlers saw it.

“A picture is worth a thousand words” so I’ll write no more and just let you see the photos!



Many thanks to Ian Goldingham for these great photos

I often get sent small articles, or perhaps a newspaper cutting, and never really have anywhere to put them So here's where they'll go occasionally.

“Hitler stole Beetle concept from Jewish designer”

Or at least that's what the headline on a newspaper clipping, given to me a few weeks ago said. Apparently according to this article the Beetle was first built by a Hungarian engineer named Joseph Ganz. The initial version of the car was called “The May Beetle”. The first production model was produced by the German carmakers Standard. They called the car “The Superior” and it was this car that was noticed by Adolf Hitler at a Berlin car exhibition in 1933. He especially liked the innovative design and 1590 Reichsmark price tag. According to the article once Hitler discovered that the Superior was designed by the Jewish Ganz, he instructed Ferdinand Porsche (a loyal Nazi) to take over the project and basically re-write motoring history.

Personally, I am sceptical of the whole story however there are elements that have a certain ring of truth. I'll leave you to do your own investigations. Try Googling “Josef Ganz Beetle” and see where that takes you.

Morgan re-releases a classic (Thanks to Bruce Skinner)

Morgan Motor Company celebrates 70 years of Plus 4 production in 2020 with the debut of the Plus 4 70th Anniversary Edition. In addition to the milestone anniversary, the new car marks the end of Morgan's use of a steel chassis for the Plus 4. The company is switching to aluminium chassis.

The British automaker said only 20 of the anniversary-edition cars will be produced. Each will wear Platinum Metallic paint and will feature various upgrades, including individually numbered plaques and specially embroidered headrests.

Engines also will be upgraded with Aero Racing engine controls and exhaust systems. Aero Racing is Morgan's in-house tuning shop. Engines will produce 180 horsepower, 26 more than usual, with 0-100 km/h acceleration in less than 7 seconds.

Wanganui Vintage weekend and Burma Rally.

Our 'Rally Specialist' Paul Collins, drove down to Wanganui a couple of weekends ago and here's his notes on the event. The rally weekend was really great. Saturday was the Vintage weekend, with 200 plus cars on display on the main street for the day. Lots of market stalls down by the waterfront. Great weather too. 5pm saw a vehicle cruise through the urban streets to show off the cars. Sunday was the Burma Rally, with 81 entries. All in all a really great event.

The Ball Joint Doctor (*We got this email a couple of weeks ago seems interesting*)

"Please excuse my audacity in writing to you personally, but I have a service which could be of benefit to any of your fellow members of whom you may be aware is having difficulties in sourcing hard to get replacements for antique or very old steering and suspension Ball Joints, Bushes and Components.

*Using my process of Restorative Polymer Injection I can cost effectively restore Ball Joints to an '**as new Condition**'*

I have been successfully specialising in this work for more than 20 years.

The business is based in Coffs Harbour NSW Aust, however any items mailed or couriered are usually renewed and returned on the next business day. I am proud to say that I have enthusiastic clients overseas in addition to all over Australia.

Please find my attached flyer for more information.

*For any further information, you can find my business "**The Ball Joint Doctor**"® on Facebook <https://www.facebook.com/theballjointdoctor> or, by all means, do not hesitate to contact me by email: m.c.staging@bigpond.com or phone (Australia) 0411 862496."*

Highland Fling Rally

We just received an urgent email from Kaaren Smilie (North Island Club Captain) as follows: **ENTRIES ARE NOW CLOSED!!** Please note:

Due to an overwhelming response from VCC Members, entries to the 'Highland Fling Rally 2020' unfortunately are now closed. If you know of any members/s who have indicated they are keen to enter or are still to send their entry form in, please ask them to contact me on 021 66 43 41 or Alastair Jones 07 576 1124

ASAP. Kindest regards & safe motoring: Kaaren

Brit and Euro Classic Car Show

Lloyd Elsmore Park, Pakuranga: 1st March 2020, 10am—3pm

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LAST AND FINAL REMINDER !!

This is your last and final reminder. We planning to have at least six member's cars at this event to create a 'Club Stand' at this excellent show. We'll bring along all our advertising boards and hope to make a bit of a splash! It's a HUGE event (last year there were well over a thousand cars). All fine examples of British and European Classic Motoring.

We have a large number of qualifying vehicles in the club and we thought it might be worthwhile seeing how many members would bring their cars along and support the club. Last year the Auckland Branch had a stand, but given that many attendees came from North of the Bridge we thought it might be useful to display a few of our cars. Let's fly the flag for our club!

Once you are in the park and your car is lined up with other NSVCC cars, your time is your own to relax under our gazebo or wander around the stands and take in all manner of British and European cars. Bring your own lunch, or visit the huge range of coffee and catering stands. Talk to the 'Punters' about your car, talk to other members and just have a pleasant relaxing Sunday in the sun. (Guaranteed apparently).

The drive down to Pakuranga is quite easy, especially on a quiet Sunday morning.

Barry Thompson has registered our interest in reserving a plot upon which to base our display.

If you are interested in attending please contact:

Barry Thomson on 09-959-0206 or email: pambarry@xnet.co.nz

or

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

There's no need for you to register your vehicle with the show organisers but we do need to know if you will be attending. (Anyone have a gazebo that we can borrow for the day?)



Hope you can make it! Last year I got herded towards the MG Owners Club stand. Apart from the chap that covered himself with Car Wax rather than Sunblock it was a little dull. Do try and bring your Brit or Euro car and let's raise our profile a little.



The poster features a background of radiating beige lines. At the top center is a red banner with '5th ANNIVERSARY' in white. To the right is the Howick Local Board Auckland Council logo. The main title 'Auckland.' is in a large, black, cursive font, with 'BRIT & EURO' in a red banner below it. Two classic cars, a white convertible and a white sedan, are illustrated in the center. Below the cars, the words 'CLASSIC Car Show' are written in a gold, cursive font. A large red circle contains the text 'Free EVENT' in white. To the left of this circle is a gold circle containing the text 'LLOYD ELSMORE PARK PAKURANGA'. At the bottom right, the date and time 'SUNDAY 01 MARCH 2020 10AM-3PM' are displayed in a large, bold, gold font. At the very bottom, the website 'WWW.BRITEUROCARSHOW.NZ' is written in a red, bold font, flanked by red dots.

5th
ANNIVERSARY

Howick
Local Board
Auckland Council

Auckland.
BRIT & EURO

CLASSIC
Car Show

Free
EVENT

LLOYD
ELSMORE
PARK
PAKURANGA

SUNDAY
01 MARCH
2020
10AM-3PM

• WWW.BRITEUROCARSHOW.NZ •

New Members: David Webster
David Fletcher
Denis Bonham

Leavers: Gavin Leckner – transfer to Gisborne

Vehicle budgets: A vehicle budget has been produced for the ongoing BSA expenses until June 2020. Other vehicle budgets for on-going restorations are still to be received.

Targa 2020 VCC Time Trial: It has been confirmed that the Targa 2020 VCC Time Trial will use the club rooms on Monday 12 October 2020 as part of this year's rally. A meeting with the organisers will take place shortly and further details will be published as they come to hand.

Tractor Repairs: Repairs are needed on the International Tractor and likewise the Isuzu tractor needs the hydraulics checked. To be done one Thursday morning.

Compressor: Approval has been given for a \$300.00 budget needed to get the 'new' compressor up and running.

Waikato Branch members: Approval has been given for members of the Waikato Branch to visit on Thursday morning to see how we operate our Thursday morning restorations. Please make them feel welcome.

New Shed, Council sign off: The current shed budget is just under the \$100,000.00 already approved but it has incurred higher than expected costs in areas such as Council costs, additional footings and surveyor's costs. Approval has been given for an additional \$5,000.00 to be spent to enable CCC to be obtained and for the shed to become operational.

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: 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

Michael Dorbeck 09 415 8339 or 021 998 755

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

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