



North Shore
Vintage and
Classic Car Club

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Progress:

The monthly journal of the
North Shore
Vintage and Classic Car Club
February 2023



Welcome back to our first magazine of 2023. I hope that you all had a good break over the holiday period and that the floods over the last few days haven't been too destructive for you.

The first part of 2023 is a busy period for the branch. Our 50th anniversary celebrations kick off in March with our Anniversary Rally (VCC members only) on the 19th. On the same day we will be opening our gates to all other local car clubs and our neighbours for a look around our sheds and to enjoy a coffee and sausage sizzle. We will need lots of volunteers to be around to chat to our visitors, explain what we do in our sheds and keep an eye on stuff to check it doesn't 'walk'. Most of our Thursday morning crew have agreed to pop down for a while, but the more the merrier. On April 29th we will be having our formal anniversary dinner. We are using professional caterers for the occasion. Tickets will be available on a first come first served basis shortly at a cost of \$50.00 per head. We will make tickets available to current branch members first before opening the sale to previous members and those from other branches.

In addition to the anniversary plans, we are busy with finishing the clubhouse restoration, installing a drain across the front of the 5-bay shed, improving site and fire security across all buildings and finally completing working on establishing our club bylaws as well as reviewing/commenting on plans to renew the national club constitution. Oh and I forgot to mention improving workshop safety equipment and procedures.

Just a normal month in running the branch then!

Stuart Battersby: battersby56nz@gmail.com:

In this edition:

- * **Chairman's Report:**
- * **Long service awards:** Ray Urbahn clocks up 50 years, whilst David Lane hits 60 years!
- * **Christmas gymkhana:** report, awards and photos.
- * **Air-cooled Franklin stunner:** A beauty spotted by Bruce Skinner.
- * **Club Bylaws:** We need your input.
- * **Workshop safety:** Updated requirements and equipment.
- * **Can you guess what it is yet:** Vehicle identification challenge.
- * **Upcoming Events:** Full calendar.
- * **Surgical cleanliness:** Bedford carburettor service.
- * **Photos:** From a busy workshop.
- * **Focus on the marque:** B.S.A.
- * **January Committee Notes:**

Our BSA on arrival is this month's Focus on the Marque



Chairman's Report: Tony Sparkes

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Happy New Year to you all. 2023 is going to be interesting for a number of reasons. As far as we are concerned the main focus is our 50th anniversary. We have our Open Day on March 19th. There will be a rally in the morning, organised by Paul, so you know it will be interesting. The club will be open all day and all motor vehicle enthusiasts are invited to visit. Those of you that are also members of other car clubs, please make sure they know about the event. There will be a sausage sizzle and a band to add to the atmosphere. We will need some volunteers to man the gates, host the sheds and other jobs. Please put your hands up to help and not just leave it to the usual few.

There will be a more formal dinner on April 29th. We will be holding it in the storage shed and it will be limited to 150 guests. The cost will be \$50 per person and is being subsidised by the Club. We know demand will be high, so we will be starting a list for tickets, confirmed by a deposit, in the next week or so.

Andrew Lunt and Richard Bampton have put a lot of work into these events and need the support of all of you to make them a success. We are opening ourselves to the wider vintage and classic vehicle community, let's show them our best side.

In preparation for these events the painting of the outside of the villa needs to be finished. So, we need a few members to help Owen get it done. Again, it is not fair to rely on the same few to finish projects. The Club is not just about coffee and sausage rolls.

I'm pleased to say that the new wiring loom is in my Riley and it should be moving very soon.

I am going overseas for a couple of weeks, so I'll see you mid- February.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

Phone: 027-499-5588 Email:

29tony66@gmail.com

Tony's 1946 Riley RMA, which we managed to get running again the day before he flew out to the UK. We hope to balance and tune the carbs a touch more so that it's all running sweetly on his return.



Long Service Awards: David Lane and Ray Urbahn reach memorable milestones.

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David Lane: 60 Years Membership. David joined the Auckland branch of the VCC in 1962 around the same time as he acquired his Studebaker. Since then David has been an avid and active member of the VCC, always willing to help others and contribute to the wellbeing of the club. David is currently a senior member of the "Spares Squad" at the North Shore Branch and is responsible for a number of innovative ideas, including but not limited to, the development of a new online (well on wall) spares recording and reference system.

Unfortunately Beaded Wheels failed to announce David's 60 year milestone but that's their loss! We all realise David's contribution not only to our branch but also to the vintage and classic car community across Auckland and the upper North Island. David was presented with his badge and certificate at a Smoko just before Christmas and in typical style his first comment was: "Do I get free membership now?"

Ray Urbahn: 50 Year Membership. Ray joined the club in 1972 and has always been a 'petrolhead'. In fact Ray reckons that he has owned 68 different vehicles, with a mix of moderns and 'vintage'. Oddly the club asks for a written citation for 50 Year awards but not for 60 years and so I have included that citation after this article. Ray is currently our weed-eater man and can often be seen dressed up as an English Morris Dancer, hitting the thistles.



David in the 60s with his Studebaker.

Ray Urbahn: 50 Year award citation as recorded at Head Office.

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Ray joined the Auckland Branch of the Vintage Car Club in 1972; three years later in 1975 he transferred to the North Shore Branch, then based in Devonport.

Ray is a talented and versatile chap who gives 100% commitment to every task he undertakes. In his mid-40s Ray took up running marathons has now completed 83 marathons. Ray was a serious runner with a personal best of just over the 3-hour mark. From 2005 onwards, Ray entered in the Over-75, Over-80 and Over-85 events and in his last 25 events Ray has only slipped from first place on 5 occasions.

Moving onto cars. Ray has owned no less than **68** different vehicles starting with a 1929 Austin 7 and going through to his stunning Daimler V8 MkII. It would be an understatement to call Ray a Car Enthusiast.

Ray is and always has been one of our most enthusiastic members, whether that be in an official capacity or just helping with restorations, rallying or even now at the age of 93 wielding his weed-eater and keeping our club tidy.

When asked what gave him most enjoyment at the club, Ray replied, "It's the friendship and joy that I get from seeing and talking to you all!" Well Ray, let's turn that around and say that we all take huge enjoyment from being with you, chatting and seeing your ever present happy, smiling face. We thank you for your 50 years of support.



*Ray Urbahn the ageless gardener
and his beautiful Daimler V8.*

Two old men sitting in deck chairs: Two photos, four members and a classic joke.

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*Peter Lloyd and Peter Aitken
Relax before our MOAS
Smoko before Christmas*



*Kevin Williams and John
Castle relaxing at our last
Couldrey House run.*



Reminds me of a running gag from BBC The Morecombe and Wise Show.

*Eric: "Two old men sitting in deck chairs. One says 'Its cold out isn't it?', the other says"... **Ernie interrupts.** "Stop! You can't tell that joke on here".*

*The BBC would never allow them to finish that joke. Reputedly the second old man replied "**Put it away then**"*

Christmas Gymkhana: Words by Richard Bampton and photos by James Liu.

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Despite the excessive rain rendering the grass unsuitable for high quality motoring events, the two Richards – resourceful chaps that they are – set up a challenging set of driving tests before any of the other helpers arrived. But, with the weather being so dodgy, would anyone else arrive? Challenge number two was to make it a true test of driving skill and judgement – we did not want to get into trouble if ‘hoons’ cut up the parking areas. Nine entrants lined up to demonstrate their skill and judgement over 6 challenging rounds. 6 cars were club eligible and 3 were modern – one, a brand new Mini, was so new that it was still clean, inside and out. There were no Model As! Rumours abounded concerning their absence, none of which are fit to be published.

The first test was to reverse round a corner and stop with the back of the car as near to a marker as possible. First ones up for it were Peter and Heather Lloyd, in the big Mercury, stopping a mere 2 inches away from the pointer. The worst result (no names no pack drill) parked 39 inches away, so no chance of doing any damage there. But the winners of this one, in their large V8, were Colin and Ann Austen, an amazing 1 inch from the stick.

When stopping with the rear axle of the car over the oil drain pan, Arnold and Marika would have been better off driving the Packard than their new Mini, so far past did they travel. You all need to know that is not just any old new Mini. It is a PHEV (Plug-in Hybrid Electric Vehicle for those who are technologically challenged). Geoff Thorpe, in his 1930 Vauxhall 20/60 Type J stopped exactly over the tray. **Following the rope:** here the navigator instructed the driver who had to keep the near-side wheel running along a piece of rope – proved difficult for many, and difficult to score. Three drivers with astute navigators did better than the average, and Jim and Lynn Heffkey took the honours, staying on the rope most of the time.



Neil Beken, in his 1929 Austin 7 Chummy.



Peter Lloyd's monster Mercury.



Arnold Van Zon completes the Blindfold Slalom in the fastest time.



Geoff Thorpe, in his 1930 Vauxhall 20/60 Type J.

Rolling a tennis ball into a sloping drainpipe, then driving to the other end for the navigator to catch the ball in a bucket proved too hard for 4 teams, but the other 5 were successful.

While Arnold and Marika correctly gauged the rolling circumference of their front wheel very accurately with Colin and Ann and Jim and Lynn next, and the 1974 MGB GT of Julie and Graham Croft very close behind, everyone else overestimated the size of their wheels and drove too far.

The grand finale was the Blindfold Slalom. Here the driver wearing a tight-fitting blindfold, under instruction from their navigator, had to negotiate a slalom course, and return between the cones. One car failed to finish, three took about 2 minutes, but the clear winners, in under one minute, (the driver obviously used to regularly obeying instructions) were Arnold and Marika. While the scores were being calculated all the participants and spectators enjoyed the excellent and varied 'Bring-a-Plate' meal, then prizes were awarded to every winner and second and third placed driver and navigator in each section, so everyone won a prize. Even Ross Moon, but since he had left by then, the scorer ate his Quality Street to save it from a worse fate.

In the Modern section, Robin and Carol McAinsh achieved third place, with Tony Sparkes, ably co-piloted by (early leaver) Ross Moon in Tony's 1994 Mazda MX5 second (but why did Ross not also enter and drive his own MX5 which he had brought with him? We will never know, and I do not expect that he knows either.) First in section were Arnold and Marika, and they neither scratched their new car nor made it dirty.

Neil and Trish Beken, in their 1929 Austin 7 Chummy were third in the club-eligible group, Colin and Ann, in the V8 were second, but the outright winners, only dropping 10 points out of a possible 55 in their 1991 Almark were Jim and Lynn Heffkey, who were presented with the Gymkhana Cup by Chairman Tony Sparkes. What is even more remarkable is that this is the first Gymkhana they have ever entered!

Many thanks to James Liu for the photos and to Richard Lloyd for his help, advice and scoring before and during the gymkhana.



Arnold and Marika Van Zon collect their 1st prize (modern section)



Jim and Lynn Heffkey are presented with the Gymkhana Cup.

Air-cooled 1931 Franklin: Bruce Skinner spotted this story for us.

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In their day, the motorcars of the Franklin Automobile Company appealed to independent thinkers and people who valued clever engineering backed by quality construction. Franklins were both expensive and unconventional, two traits that kept them out of the mainstream. Even after the company bowed to pressure and fitted its cars with ordinary-looking hoods and grilles, they didn't turn heads in standard form. This particular car was literally designed, from the start, to make a statement. While the Franklin's trademark air-cooled engine design meant a traditional front-mounted radiator was unnecessary, the unique trimmings of a radiator's attendant grille were an key factor of how cars were identified.

The adoption of water-cooled design traits in 1925 gave Franklins a new level of respectability, and by the start of the next decade, the firm's three model lines were available in a wide range of open and closed body styles commissioned from prominent American coachbuilders like Brunn, Dietrich, Locke, and Willoughby. Pennsylvania's Derham Body Co. was tasked with the design and construction the "Sportsman's Coupé" body gracing this car: the 1931 Series 15 Airman De Luxe Model 153. Like the 1937 Delage this Franklin was expressly built for display, and it graced the 1931 New York Automobile Salon held in December 1930.

The Sportsman's Coupé, rode on a 132-inch wheelbase chassis with full-elliptic springs front and rear. Damping was via Houdaille lever-arm shocks, and 14-inch Lockheed hydraulic drum brakes set behind 19-inch wire wheels. Providing motivation was a Stromberg-carbureted OHV inline-six engine with individually cast, finned cylinders that collectively displaced 4490 cc. The engine sent 100 horsepower and 182 pound-feet of torque to the wheels through a Warner four-speed transmission, spiral bevel differential, and semi-floating drive axles.

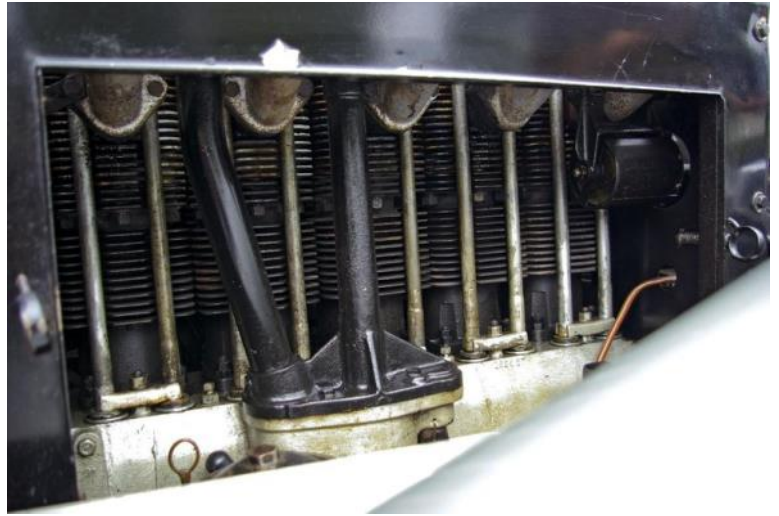


Air-cooled 1931 Franklin: Cont.

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But it was the rakish styling of the ash-framed aluminum body that stood apart. In an early 1970s letter to the car's long-time caretaker, automotive historian Walter Gosden, designer Enos Derham wrote about its identifying numbers, "Your Franklin is without doubt the one we built for the 1930-'31 Salon. The figure #1 following the 842 signifies that it is the first body built in the 842 series of our production, in this case a series of 3, the first one a show car. It was completed by us and shipped by rail to Syracuse, where it was mounted on the chassis before going to N.Y." The only components of the low-slung two-door shared with standard 1931 Franklins were its clamshell guards, headlamps, grille, and dashboard. While the car now wears the colour scheme first suggested by Derham, Franklin factory workers originally painted it a combination of dark blue, lighter blue, and medium tan. This Sportsman's Coupé's first owner bought it in spring 1931 for a bargain \$4,800—a contemporary Ford Model A De-Luxe Coupe cost \$520!

*Engine: OHV inline-six, 274.2-cu.in.
Bore x stroke: 3.50 x 4.75 inches.
Horsepower: 100 at 3,100 rpm.
Torque: 182 lb-ft at 1,600 rpm.
Transmission: Four-speed manual.
Suspension: Tubular axle, full-elliptic leaf spring front; live axle with full-elliptic leaf spring rear.
Brakes: Four-wheel drums.
Wheelbase: 132 inches.
Curb weight: 4,850 pounds.
List price, new: \$5,977.25 FOB Syracuse, New York.*



A committee discussion has taken place regarding the introduction of branch bylaws in accordance with our branch rules, or constitution as it is now called. The proposed preamble to our future bylaws sets out the function of the bylaws and how they are to be developed or rescinded. Your committee will pass these policy statements into existence at its next monthly meeting. Future proposed bylaws will be printed in our Progress newsletter allowing members 20 days to consider them and discuss them in our club rooms. If there is nothing that members find unacceptable, the proposed bylaw will be enacted. Bylaws will be simple rules that are necessary to enable the committee to carry out its duties under the club constitution.

Typically Bylaws will be simple statements to back up existing well known and accepted conventions. For example: ***No smoking in the clubhouse or outbuildings*** and ***No pets or animals in the clubhouse***. The formal wording that introduces these bylaws will be:

Bylaws:

- a. Bylaws are created in accordance with clause 20 of the branch rules of the North Shore Branch, Vintage Car Club of New Zealand Incorporated, also known as the North Shore Vintage and Classic Car Club, to describe how the principles of those branch rules shall be put into effect.*
- b. The branch committee will from time-to-time make bylaws for the general management of the branch so long as they are not inconsistent with the branch rules or the provisions of law. An annual review shall be made of branch bylaws to ensure that they continue to be relevant to the branch.*
- c. All proposed additions or alterations to the bylaws, or proposed deletions from the bylaws, as considered by the branch committee, shall be notified to branch members in the branch newsletter and can only be adopted at a branch committee meeting following publication of that branch newsletter. Branch members wishing to comment on any such change to the bylaws may do so in writing to the branch secretary within 20 days of publication of that branch newsletter. The branch committee shall not proceed with the adoption, alteration or deletion of any bylaw until any such member comment is resolved.*
- d. Any new, altered or rescinded branch bylaw shall be recorded in the minutes of the branch committee meetings.*
- e. Branch members may propose to the branch committee a possible bylaw for the general management of the branch. Any such proposal shall be given to the branch secretary signed by at least five branch members.*
- f. Branch members shall be entitled to a copy of the branch bylaws. A copy of the branch bylaws shall be available for branch members to read in the branch clubrooms.*

If you have any comments on this proposed structure, or bylaws in general then please contact any member of the committee.

At our last committee meeting the issue of **Workshop Safety and Personal Protection** was raised. There have been a few updates in legislation that put increased onus on the club and members to ensure individual safety for ourselves and other members. As a consequence the committee has decided that we must significantly update our safety policies and equipment. The majority of changes are inexpensive and easy to implement but we must all take this subject seriously.

Ear Protection: With immediate effect anyone using grinders, cutters, planers, power saws and panel beating equipment **MUST** wear Ear Protectors. The club has purchased 6 new sets of ear protectors that fully comply with NZ safety standards. Anyone involved in noisy work at the club must wear ear protection.

Eye Protection: With immediate effect anyone using power tools, sanders, grinders, power saws, electric drills and the lathe must wear the Eye protection. The club has purchased 6 new pairs of NZ safety standard approved glasses. We have chosen the version that comfortably fit over prescription glasses and offer a great area of protection.

Hand Protection: The club has two pairs of long leather gauntlets to provide skin protection whilst welding or grinding metal. In addition the club has extra pairs of more conventional leather gloves to be used when working with sheet metal and when hand holding items under the grinding and sanding wheels. The club also has a box of vinyl gloves for protection against chemicals, oils, paints and fuel; please use them.

Foot Protection: The workshops contain numerous tools, pieces of equipment and materials that if dropped onto canvas shoes, jandals, Crocs, slippers and deck shoes could easily break bones and cause nasty cuts. Please wear appropriate shoes, preferably leather with protective toe caps, when working at the club.

Welding and Brazing: This can be a particularly dangerous operation. The club has an auto-darkening full face mask for MIG and Arc welding and a new pair of shaded goggles for gas welding.

General: The restoration shed, woodwork shop and members' service bay are dangerous environments, with trip hazards, sharp edges and hard surfaces. Visitors are welcome but please take the utmost care.

Just to re-iterate the workshops can be a dangerous place. Do not use ANY equipment unless you understand how to use the equipment safely, are aware of the potential risks and are wearing appropriate safety protection equipment. If in doubt ask for help or advice. Under no circumstances guess or "just have a go as its only a quick job".

“Can you tell what it is yet?”: Recognise the car?

(Best if you look online and magnify these pictures)

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Upcoming Events: Events through to April 2023.

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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.

Future Events:

February

Feb 10-12: Brits on the Beach: Always a great weekend. Quite a few members already booked.
www.britsatthebeach.co.nz

Feb 15: Wednesday Club Night. "The Bricklin". Club member Jim Hefkey tells the history a very rare marque including an update on his restoration project of one example.

Feb 19: Posh Picnic: Assemble at the Club Rooms for a morning coffee or tea and we will depart by 10.30am latest on a scenic run (all on seal) for approximately 1.5 hours to the picnic venue at Waitoki. Bring all your paraphernalia, seating and food etc and there will be a prize for the best presentation. If you don't want to "go posh" come along anyway and join in. Any questions contact John Castle 021957032.

March

March 4: Summer Serenade: Jazz in the Park: Couldrey House: www.eventfinder.co.nz

March 5: Brits and Euros Show: Branch plot/stand booked, no need for personal booking. Details of meet-up, travel and plot locations will be sent shortly. www.briteurocarshow.nz

March 19: Anniversary Rally: Meet at Mason's Road from 09.30 Full navigation rally set by Paul Collins. Only open to VCC Club Members (Any branch).

March 19: Club Open Day: Tours of Workshop, Spares Shed and Garage, Sausage Sizzle, Coffee Van. Open to members of the general public and all local classic, hot-rod and single marque clubs. Please advise all your local friends and other clubs. NOTE THAT WE WILL NEED ALL OUR THURSDAY MORNING SMOKO ATTENDEES (and many others) to help as traffic marshals and shed guides.

April

April 16: Club Run: t.b.a.

April 29: Formal NSVCC 50th Anniversary Dinner

Regular Diary

Committee Meetings: Last Monday of every month, 6.00pm.

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

Wednesday Evenings: Club night. Coffee, tea and banter, 7.30pm

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.

Surgical cleanliness: Bedford truck carburettor service

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You may recall the comment in our last edition regarding a new service kit for the Bedford Zenith carburettor? Terry and I fitted the kit just before Christmas. Despite the mirth caused by us working on a white linen tablecloth the restoration went smoothly and the truck now runs like a dream. We still need to get to the bottom of a flat fuel gauge and establish if it's the gauge or sender.



If anyone is about to do a carb service then be aware that the greatest hazard is losing a small screw, jet or spring. Note then our supply of empty butter pots to store nuts, springs and clips, our white tablecloth to help spot small items. We also swept the entire floor beneath us so that if anything dropped it would be easy to spot. Both Terry and I had previously learnt this lesson the hard way and I'm pleased to say we had no mishaps this time.

Heads down look in: Plenty of work going on at the club.

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Jim Hefkey works on the brake shield of his Bricklin.



Richard Bampton boring again.



Neville Gregory marks out a Jaguar guard patch.



Colin Austen and Bob Fairbairn fix the BSA Rad surround.



Jon Cooke and editor weld cross braces in a Jaguar door.



Paul Brinsden gets a thrill in a beautiful Model T Ford.

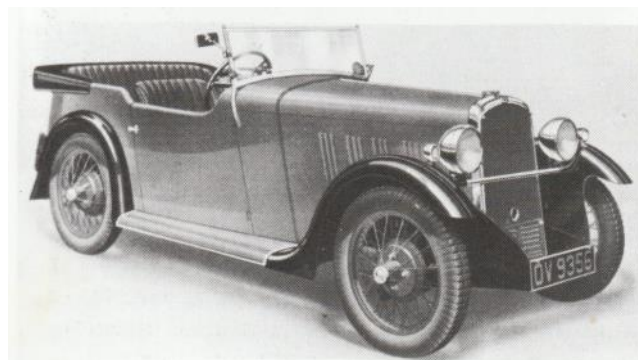
Note: to make this article more manageable I have focussed on BSA cars rather than the more successful BSA motorcycles.

History: The Birmingham Small Arms Company Limited (**BSA**), was a major British industrial combine, a group of businesses manufacturing military and sporting firearms; bicycles; motorcycles; cars; buses and bodies; steel; iron castings; hand, power, and machine tools; coal cleaning and handling plants; sintered metals; and hard chrome process. Motor bicycles were first added to bicycle products in 1910. **BSA cars** were manufactured between 1907 and 1912 in Birmingham then until 1939 in Coventry as well as Birmingham, England. BSA had established a motor-car department in an unsuccessful effort to make use of the Sparkbrook Birmingham factory. An independent part of the same site was occupied by The Lanchester Motor Company Limited. Sales were handled by BSA Cycles Limited. After 1912, manufacture was carried out by group subsidiary Daimler in Coventry or BSA Cycles in Birmingham.

Daimler: Dudley Docker had joined the BSA board in 1906 and was appointed deputy chairman of BSA in 1909. He had made a spectacular financial success of a merger of five large rolling-stock companies in 1902 and become the leader of the period's merger movement. Believing he could buy the missing management skills that could not be found within BSA, he started merger talks with The Daimler Company Limited of Coventry. Daimler and Rover were then the largest British car producers. Daimler was immensely profitable. After its capital reconstruction in 1904, Daimler's profits were 57% and 150% returns on invested capital in 1905 and 1906. The attraction for Daimler shareholders, was the apparent stability of BSA. So, in 1910, BSA purchased Daimler with BSA shares, but Docker, who negotiated the arrangements, either ignored or failed in his assessment of their consequences for the new combine. The combine was never adequately balanced or co-ordinated. Docker retired as a BSA director in 1912 and installed Lincoln Chandler on the BSA board as his replacement. Docker liked to draw a comparison between the BSA~Daimler merger he engineered and that of his 1902 merger of Metropolitan Carriage Wagon & Finance Company and Patent Shaft. However, there was not the integration of facilities in the BSA~Daimler case, nor was there a reorganisation of either BSA or Daimler.



1912 BSA 14 HP 2-seat tourer.



1932 BSA T9 Tourer. Later available as a V9 van of which our BSA is one of the few left in the world.

Focus on the marque: Cont.

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In view of the earlier criticism contained in the 1909 report of the investigation committee, BSA continued to produce cars of their own, using Daimler engines. In 1913, Daimler employed 5,000 workers to manufacture 1,000 vehicles, an indication that things were not well.

Inter-war years: As well as the Daimler car range, BSA Cycles Ltd re-entered the car market under the BSA name in 1921, with a V-twin 10 h.p. light car, followed by four-cylinder 11 and 14 h.p. and then six-cylinder 12 and 16 h.p. models up to 1926, when the name was temporarily dropped. In 1929, a new range of 3- and 4-wheel cars appeared and production of these continued until 1936.

By 1930, the BSA Group's primary activities were BSA motorcycles and Daimler vehicles.

Car production under the BSA name ceased in 1940, with the advent of the war.

China's BSA brand ownership

BSA brand ownership was disputed after Tata Motors purchased Jaguar Cars and Daimler Company. A legal challenge halted the creation of a Chinese BSA-badged car but the case only applied to cars, not other products, such as bikes. The brand for motorbikes was eventually bought by Mahindra. However the car brand remained with the Rover group, with the Lanchester company which was purchased by the BSA Group at the end of 1930. BSA, Daimler and Lanchester became part of Jaguar Cars in 1960.



1933 BSA 3-Wheeler



1938 BSA Scout: Probably the most well known of all BSA Cars



Final two photos of our own 1933/34 BSA V9 van on arrival.

The NZ government in 1934 purchased in a 'Lamb for cars' deal, 8 BSA V-9 vans. These came into the country as 'cowl and chassis' versions for NZ Post and Telegraph and some were sold on the open market. These cowls were bodied in the post office workshops in Newmarket. It was probably 1935 before these got on the road. We 'think' that our example was probably one of these 8 vehicles.

January 2023 Committee Notes.

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- **New members:** P. Joblin, W. Tait, T. Herbert
- **New trophy cabinet:** John Ellis has agreed to enlarge/rebuild our trophy cabinet. Timber to be ordered.
- **D Plates:** T Flude and S Battersby to apply for plates noting our intended use of such plated vehicles.
- **Building Security:** New deadlocks to be installed on all buildings and webcam security camera system under review.
- **Black Mould:** Is accumulating on and in the bus. J Higham to investigate improvements in airflow.
- **Safety equipment and practice:** New equipment and warning signs to be made available soonest.
- **Fire Precautions:** Spares, garage and 5 bay sheds. All need to have a single isolating switch to turn off all power, as per the restoration shed.
- **Wooden gate replacement:** New pole gate as per main gate to be fabricated and installed.
- **Morris 8 Gearbox:** Replacement box obtained from the Morris Club.
- **Club House Steps:** Need to be stripped, sanded and re-surfaced with gritted stairway paint. Volunteers needed.
- **5-Bay Shed Drainage:** Trial excavation scheduled to understand work required.
- **Bylaws:** Article to be produced and published in Progress on the need for simple club bylaws.

Two likely lads from the Austin Club making a speedy getaway with boxes of loot.



About Us

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Club Address: 40 Masons Rd, Albany, 0632

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

Website: www.northshorevcc.com

Club Nights: Every Wednesday from 7.30pm.

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

Committee Meetings: Last Monday of the month, 6.00pm.

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

Vice-Chairman: Terry Flude: 021 958 678

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

Treasurer: Ross Moon 09-426-1508 or 022 426 1508

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

Peter Lloyd: 09-426-7179 or 021-298-8795

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

Andrew Lunt: 0274 996 803

Barry Thompson 09-959-0206

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

Members' Garage Manager: Kevin Lord 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09947 3042

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

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