



North Shore
Vintage and
Classic Car Club

- > Your journal
- > Your stories
- > Your photos
- > Your cars
- > Your ideas
- > Your committee

Progress:

The monthly journal of the
North Shore
Vintage and Classic Car Club
May 2024



Hello to you all from Sandbach, Cheshire UK. We are currently visiting our daughter and her family over here. It was my intention to prepare a smaller edition this month as it's not so easy to edit this on my little notepad. This morning however, I have received loads of fabulous photos from our recent Open Day and it seems a shame not to publish them.

As you are aware I am resigning the post of editor after the June edition and the good (excellent) news is that recent joiner Wade Alexander has agreed to take over the role. Wade brings a great deal of knowledge and experience to the role, but I won't steal his thunder. As always the quality of our newsletter is dependent on the amount of input and support that he gets from the membership; so get your thinking, writing and photographing caps on!

Please take time to read Tony Sparkes' article on page 16 of this edition. Tony describes some very odd 'Goings On' at the March Executive Meeting regarding constitutional and organisational changes to the club. There would appear to be some misunderstandings/ mismatch between the discussions that took place and how those discussions were recorded in the minutes.

I haven't seen many vintage cars over here on this visit. It's a little bit early for the majority of events and we missed the local Sandbach Festival of Transport on our first weekend as we had to attend a big family get-together just outside Cardiff. We were taxied down by the family but I had the chance to drive back in our son-in-law's company car: a Volkswagen R-Line Arteon. What fun 0-60 in 8 seconds with 190 horses under the bonnet! Something very special and almost approaching the performance of my MG. 😊

See you all soon. Stuart Battersby

In this edition:

- * **Chairman's Report.**
- * **Re-Wiring an Austin Light 16:** Richard Bampton.
- * **Open Day:** Report and amazing photographs.
- * **The NSVCC Museum:** Is now OPEN! Come along and check it out.
- * **Drone Photography:** Amazing aerial photographs of the club.
- * **Upcoming events:** Now through to September.
- * **Delegate Report:** Trouble at T'top.
- * **Committee Notes.**
- * **Contacts.**

No cover girl this month. The organisers and all branch members who helped should be extremely proud of this picture. The sheds, villa and lawns all look fabulous.



Chairman's Report: John Higham.

April 2024.

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Hello Members,

For several months my report has been more of a general nature and I have left individual reports on aspects of the Branch activities to other sections within the Progress magazine. This approach is intended to reduce double ups and making for less boring reading, one would hope. I will mostly break from this pattern this occasion.

There were two significant Branch achievements in this last month, namely a very successful Open Day and the formal establishment at long last of our Museum.

The Open Day was a success despite the heavy rain on the previous day and overnight prior which may have dampened prospective Branch member and visitor attendance. On the Sunday there was an early morning heavy shower, but that passed and the remainder of the day went by with occasional sunshine. But a cool south-westerly wind still whipped across from the motorway side of the site. There were many complimentary comments about the facilities and interest in the Branch. Thank you to all who organised and assisted and to those that brought their vehicles for display. Special thanks to Captain Scott and Captain Oates (Owen Sturgess and Philip Smith) who braved the wind and weather all day long stoically manning the top field gate. And big thanks to James Liu who sponsored the ice-cream and coffee van and donated the profits to the Branch.

The second matter was the formalising and proper establishment of the Museum in the five bay shed. Thanks go to Barb Stubbs who took up the challenge and along with some conscripts got this sorted out. Have a look in at it and view the World War 1 spark plug (donated by Clive Sandham, thank you Clive) in the cabinet in the corner. There won't be too many of those still in existence, and in their original packaging.

Thirdly, and not Branch related, is that this last week, as I write this, we celebrated ANZAC Day, 25 April 2024. I am sure I do not need to write too much about that, other than to say on a personal basis I find ANZAC Day quite sobering, a time to reflect on war and the effects at least that WW1 and WW2 have had on my family. And the present state of the world we live in. One would think that lessons from past wars would be enough, without Ukraine and Gaza (and other hotspots) still carrying on.

John Higham:

Chairman.

09-478-7973 or email: jmhh.higham@gmail.com

Open Day: Report by Richard Bampton and photos by Andrew Lunt, Terry Costello and Richard.

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It could not have started in a worse way. The first car to arrive (no names, no pack drill, but it was a newly purchased E-Type Jaguar) was parked at a very difficult angle, making parking of subsequent vehicles extremely difficult. Now that he is a Jaguar owner, the member concerned was as awkward as his parking position, but fortunately it was possible to cover up some of the problem by placing a Mini Cooper in the tricky gap.

As Editor I have a responsibility to ensure that the aforementioned Jaguar owner had the right of reply to nasturtiums cast. The Jaguar owner replied, "There was lots of arm waving by some old fella; but no sensible words being spoken".

One of the helpers (who arrived in a very blue Ford pick-up) had forgotten his name badge! But his remarkably kind and tolerant wife brought it over for him. He doesn't realise how lucky he is.

Things then went from bad to worse when the *Barbeque Guys* were unable to fire up one of the BBQs because of a dodgy gas regulator. A speedy solution by Club Captain and BBQ chief John Castle got it going and everything improved from then on.

And then things got better. Car parking attendants arrived in hordes, cone man placed the cones, ~~fight arguments~~ discussions over the parking of motorcycles were smoothly resolved, the Parts Shed personnel all turned up, volunteers to man the Restoration Shed, BSA Shed, Museum and Storage Shed flocked to their appointed places and two wonderful ladies organised and heated up a continuous supply of sausage rolls and pies. And Jaguar man moved his car a little bit (but not enough so that it still spoiled the whole line-up.)

NSVCC member, James Liu, from Harcourts, had arranged the Harcourt coffee van and also a fun competition "guess the number of balloons" in his Rover 3.5. Basis NZ – Classic Car Parts and Accessories, now based in Henderson, were also in attendance, showing their wide range of fitments. And again we were entertained by Roger Skinner singing songs that Club Treasurer Ross Moon assured me that he has in his collection at home. Fortunately our revered Treasurer did not attempt to sing any songs himself.

Two short showers of rain in the morning could not dampen the proceedings and the incoming hordes not only enjoyed and marvelled at all the various vehicles owned by and activities undertaken by our members, but also consumed all the sausages so quickly that more had to be sent for, and the supply of pies and sausage rolls only just kept up with their appetites.



Open Day: Cont.

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Visitors were impressed with the smart clubroom facilities, many enquiries about joining the club were fielded by the clubroom team and it is expected that membership numbers will rise again.

Stop Press – One new member and his wife have already sent off the e-registration form.

These events need a lot of preparation and help on the day, and it is a sign of the culture of our club that so many members arrived to help and support the day. Far too many people to thank individually in this report, but thank you to you all. (And write it in your diary – Open Day will be in March next year.)



NSVCC Museum: Open and ready for business. Museum Curator Barb Stubbs writes.

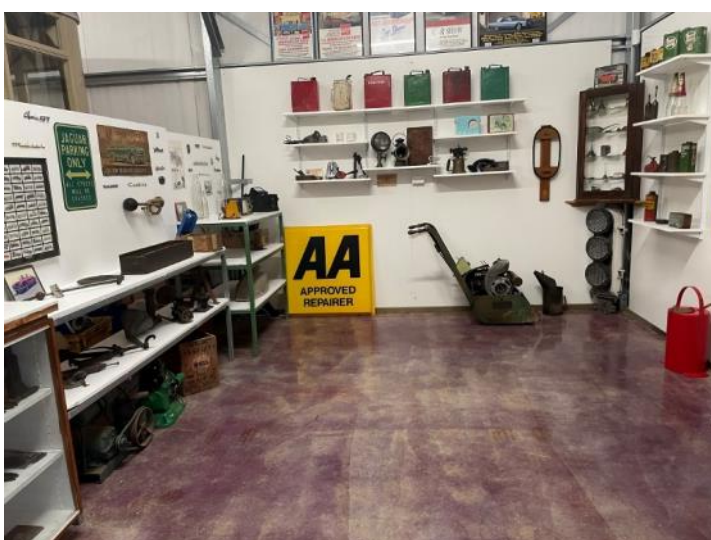
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Well..... it was set down as a challenge to get our new museum up and running prior to our Open Day on 21st April and who were we to turn it down. A small band of very enthusiastic club members took up the challenge and in only 4 or 5 weeks, transformed an empty space in the big shed into a pretty cool area with quite a large amount of vehicular memorabilia. A lockable cabinet was donated to house small valuable items, a couple of shelved benches were painted and we were donated some wonderful inclusions that were spruced up with cleaning, buffing and/or polishing, then we raided the other sheds for bits that had been set aside for the eventuality of a museum.

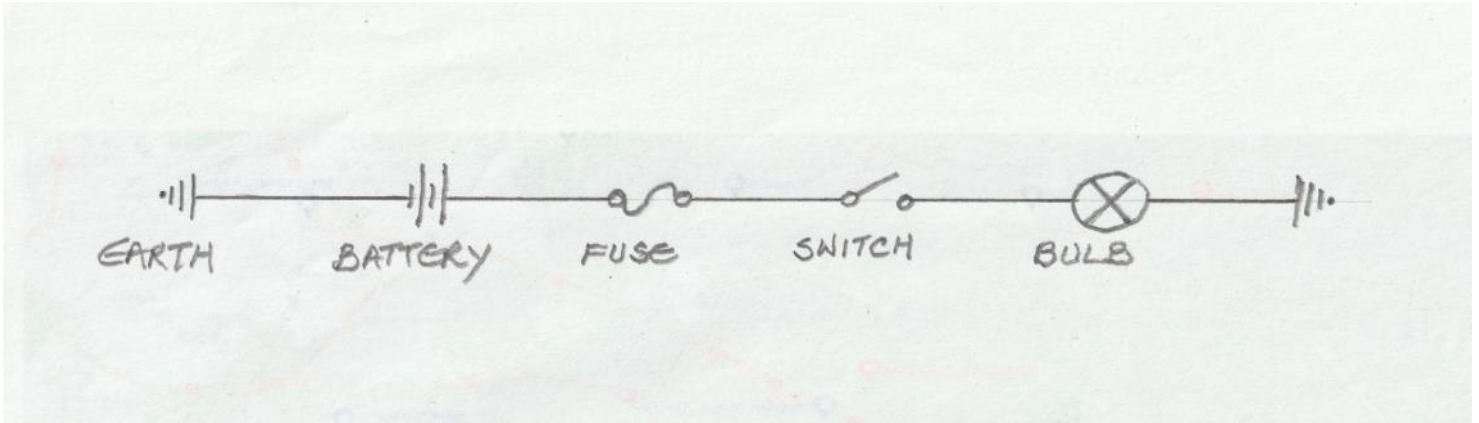
Our band of workers - Tony Sparkes, chief builder, ably assisted by Ross Moon, Julie Croft, Max Pople, Jim Drummond and Rachel Dawson (Barb's daughter) on painting and me on collecting stuff, washing stuff, polishing and general builder's slave. A couple of us worked Tuesdays and Thursdays for 3 weeks and also the day before our open Day just to let people see the treasures this amazing club has accumulated over the years.

We still have a wee way to go with gathering more pieces, but as you can see from the photos, I think we've done amazingly well in the time we had.

Barb Stubbs



But, who is going to retrofit period stop lights and flashing indicators to a vintage car?
Anyway, if you remember your 4th form physics, electric circuits are pretty simple. Aren't they?



A source of power, a fuse, a switch, the light and back to earth. Simple!

The complication, of course, for the purist is:

- Drill no holes (or as few as possible)
- Make it reversible.
- Use period fittings where possible.

Sourcing the lamps was easier than expected through the excellent Austin network, and six period Austin 12/4 side lights were obtained, except that, due to age – the average age of lamps like these is 90 years old – the Bakelite insulation and innards were crumbling. However modern inserts were obtained and (thank you Neville) some were turned down to the correct diameter for the small cylindrical tail lights and others carefully cut to fit in the holders of the sidelights. The decision was taken to use double terminal holders, in order to provide a good earth – poor earthing being a cause of many wiring failures.



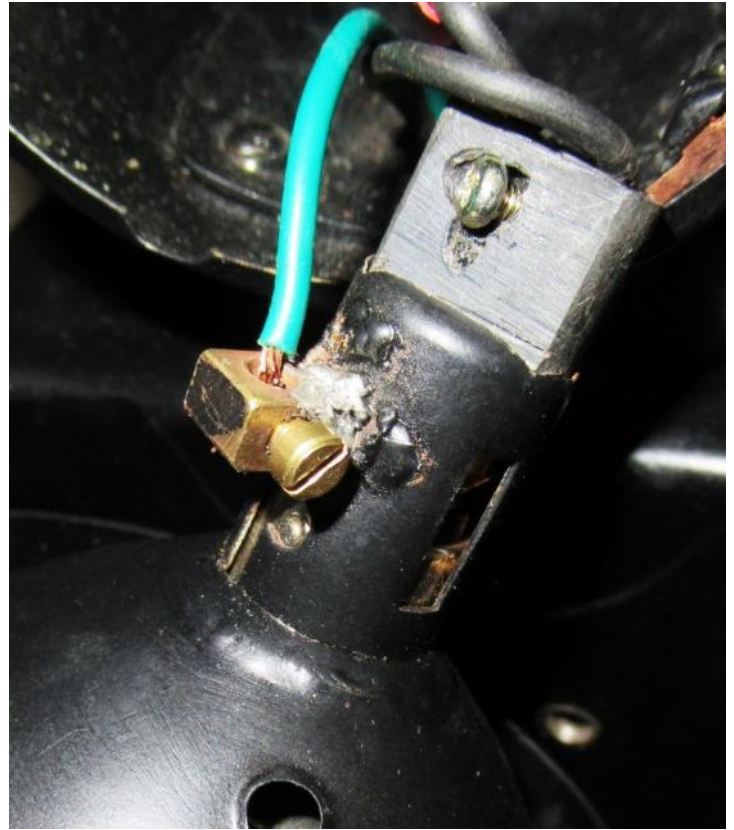
Original old bulb holder & wire.



The original sprung terminal with the replacement on the right and the adapted one in the middle.

Of course an additional earth was needed for the Stop/Tail lights, because both terminals are in use to supply power. All my electric tools were wired up to UK plugs, and, as replaced them with NZ ones I saved all the brass bits for a rainy day (as one does). Sawing the terminal off the end of the pins gave me exactly what I needed and they were easy to solder onto the bulb holder. One additional small cylindrical rear/numberplate lamp was also fitted.

Some lamps were dented which was a test of panel beating skills, and a special wooden dolly was shaped to help. Many of the little springs and special washers were missing, so springs were cut to length from longer ones and the specially shaped washers made up so that it was possible to insert or remove the reflectors as originally intended.



Earth terminal socket soldered on.



*LEFT
Wooden 'Dolly' and a
straightened lamp bowl.*



The other bit that is usually broken/missing is the special bolt to attach the lamp to the car.

*Left: Broken mounting bolt
and*

*Right: Shaped washers fashioned from
copper strip.*





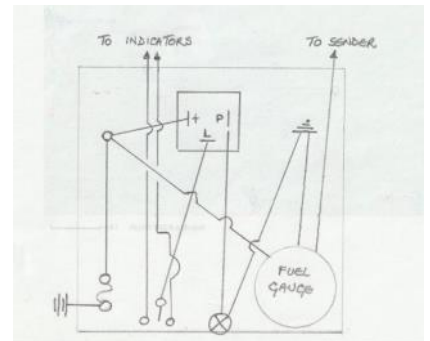
Copper washer and spring to hold reflector and glass in position.



Special bolts made from threaded tube.

Suitable threaded tube was sourced from a local domestic lighting firm which was the right diameter, but then had to be hacksawed, formed and filed and a thin nut and washer soldered on to mimic the original. The little 'ears' engage in slots in the pivoting bottom piece, and prevent the bolt from turning when the nut is tightened.

The next job was to make a unit to hold the fuse, flasher unit, indicator switch and warning light and the relocated fuel gauge. This has to be both conveniently located for ease of use, but as far out of sight as possible, so a small box was fabricated to fit under the driver's glove box, held in place by one existing bracket and two 3/8inch bolts into captive nuts via holes (sorry, but the only holes made for all the additions) through the glovebox floor. The layout of the components in the box was determined, with an input terminal block and a common earth made.



Rather 'flashy' looking instrument panel.



Control box circuit diagram and implementation.

Through the front protrude the fuse, indicator switch, indicator pilot light and electric fuel gauge –the latter to save using a dipstick, since the original Hobson gauge had failed before an earlier tidy up in 1962. Since LED bulbs were going to be used a suitable (not load sensitive) flasher unit was installed. All the leads from the box are armoured cable, going through an existing hole in the bulkhead, and they were a very tight fit into the metal cover taking them down to the chassis.

Power was taken from the switched side of the ignition switch on the Lucas switchboard, but the removal of that item from the dashboard revealed some rather frayed wiring, losing its insulation. As they were disconnected each wire was labelled. This was a good idea because it was difficult to remember, nearly 3 years later, which wire led to where. Heat shrink tubing is wonderful stuff and any poor ends were made good. The tubing was used to stop the aluminium wire from unwinding. The new wiring is armoured cable, and this came over from the UK, where it is readily obtainable, and each cable was laid in position, again being labelled as each one was added. The cables leading to the headlights were in very poor shape at the headlight end and some of the original aluminium armouring wire was removed so that new aluminium wire could carefully be wound round the cable to make it good.



Arrangement for brake light switch

Next the arrangement to operate the brake light switch was constructed. A flat plate to hold all the works was attached to the chassis, using existing holes, then a microswitch was attached, on slots to allow for fine adjustment. A long, light, small diameter spring connects the switch to the master brake rod. First movement of the brake pedal operates the switch, then the spring takes up the rest of the movement without pulling on the microswitch too hard to damage it.



Brackets for rear indicator and stop/tail lights.

Brackets on which to mount the new lamps had to be fabricated. That was easy for the stop/tail and rear indicators – flat plate was cut to an appropriate shape and bent to suit, although large holes had to be drilled to allow a grease gun access to the rear spring grease nipples. The brackets were mounted utilising the clamping U-bolts that hold the spare wheel carrier and the trunk carrier, so no holes were needed. However the opportunity was taken to level up the carrier, which drooped towards the rear and was quite a mission.

Fastening the cables that ran along the inside of the chassis was another mission, especially going past the petrol tank, where there was very little clearance.

Brackets to hold the front indicator lamps caused a bit of head-scratching. There is only one hole in each of the chassis dumb-irons at the front – utilised for a badge each side. And I wanted to keep the badges. Eventually two brackets were made up to bolt underneath the badges and to hold the lamps above them. I could have made the pillars straight, but that would not have looked good, so a gentle bend was put into the uprights before they were welded to the top and bottom circular plates. There is not a lot of room between the badges, mudguard and headlights, but they just fitted in.

To distribute the power from the various cables at the back a 5 block junction box was required. Of course, nothing suitable was available and so a small plastic box was fitted with a suitable joining block. This was attached to the front of the offside lamp bracket and is almost invisible.

Next power had to be taken across the rear of the car to feed the rear, nearside brake/stop and indicator lights.

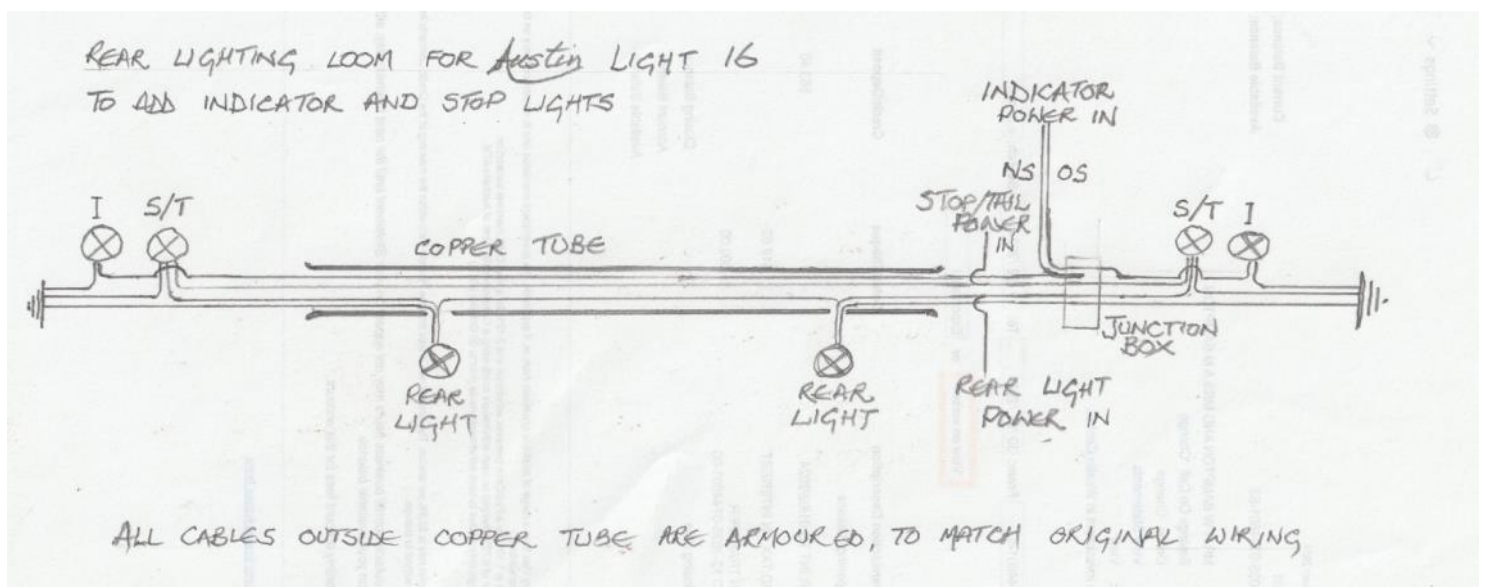
A loom was the obvious answer, but it had to match the armoured cable.



Rear indicator and stop/tail lamps.



Front indicator lamps, mount and badge.

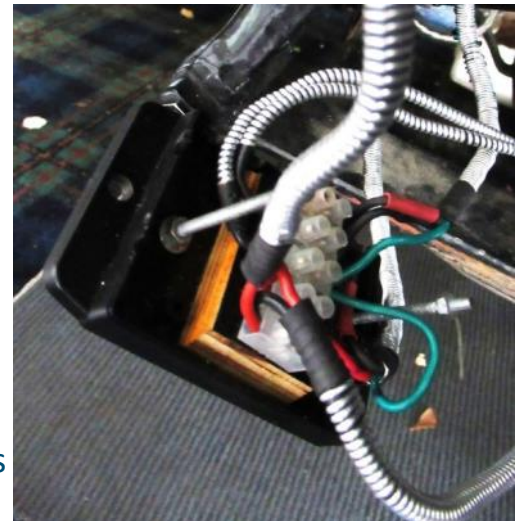


Failed experiments to produce a fully armoured loom to feed the four lamps failed, but plan B worked. A loom was made up with the ends of each feed wire leading to a lamp or earth being armoured (by patiently winding aluminium wire round the wires) then the loom was fed into a 1/2inch copper tube. Only the armoured wire poked out. The copper tube, painted black, was fastened to a cross chassis tube with clamps – no holes!



Armoured wire ends of the loom can be seen leading away from copper tube.

To connect all the wires coming from the front to all the rear lamps at the back of the car required a connection box, small enough to hide behind the bracket. These, of course, are not available, so a small plastic box was used, and a 5-gang connector strip was fitted inside. Getting all the wires connected was a fiddle, but it goes in behind the bracket and is almost invisible.



The connector box.

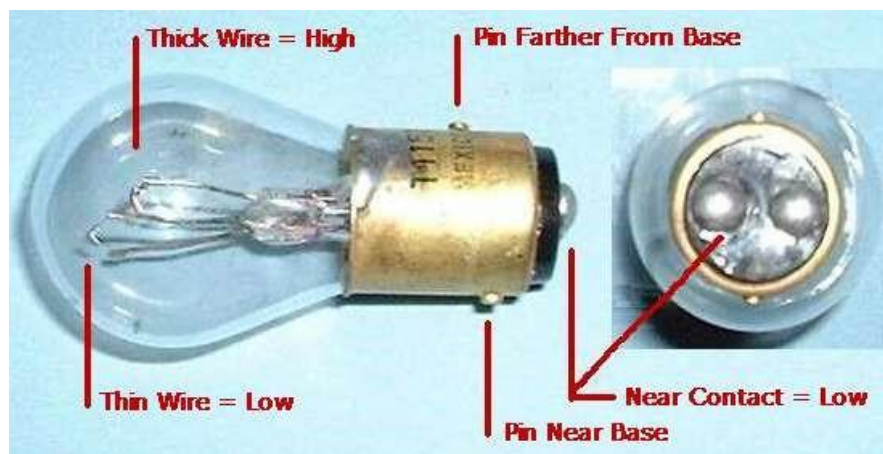
LED stop/tail bulbs were easily obtained, but it proved impossible to find short enough bulbs for the other applications. So, for a long time it all came to a halt, until finally enough courage was raised to order them through AliExpress.

Now, did you know that double pole LED bulbs must be fitted with the correct polarity? Neither did I. Later I was told, “well, they are diodes.” So, I looked it up:

A diode is: a semiconductor device that essentially acts as a one-way switch for current. It allows current to flow easily in one direction, but severely restricts current from flowing in the opposite direction.

Editor: The challenge comes when Stop/Tail and Main/Dip do NOT have asymmetric pins. The club Bedford Truck headlamps have symmetrical pins, meaning that lamp will fit both ways. Its thus very possible to have Winky-Wanky headlamps, with one lamp on main beam, whilst the other is dipped. In daylight and with little space it's really very difficult to see whether the lamp is on main or dipped. Thankfully Richard Lloyd has quite an eye for lamp beams and helped me correct an early winky-wanky set-up.

I started with the stop/tail lights. Of course I knew that, with the offset pins, these must be wired correctly, having carefully followed the instructions and checked with a circuit tester. The stop lights worked perfectly. The tail lights proved more problematic. Circuit testing, and testing for power getting through showed good circuits and power, but the barrel lights would not work. Off



Stop/tail lamp, illustrating correct connection.

they came, disassemble, clean, check everything, and finally they worked, according to the circuit tester. Put them back on, connect everything up, and they didn't. Check circuit and power – all good. Refit bulbs, no good. Disconnect wiring and check – all good. Reconnect, refit bulbs – no good. Etc. Etc. This went on several times, and eventually they worked. The rear indicators both worked first go. Then the front ones were connected up. Rear indicators work, front ones do not. As before, disassemble, clean, check circuits, reassemble, test: rear work, front do not. This continued for a long time, including, every now and then testing the bulbs, which always lit up, until, one time the bulb did not light up. Reverse the polarity (a light bulb moment!) and it illuminated. For a whole morning I had been consistently reinserting the bulbs the wrong way round, and also testing the bulbs correctly each time purely by chance. No wonder I was baffled. So, don't forget that LED bulbs have to be inserted the right way round.

All the electrical work is now completed – all the rear lights work, brake lights come on when the brake pedal is pressed and the indicators work on both sides. Just have to do the white-metalling, put the engine together and install it!



Right: Richard's Austin Light Sixteen prior to all the repairs and restorations.

Upcoming Events: Events through to April 2024.

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Future Events:

May 2024

May 11-12: Pukekohe Swap Meet at Meremere Drag Strip.

May 19: Garage Run to various vintage & classic collections in West Auckland. Assemble at 8.30am and plan for a start time of 9.00am from the club house. We have two collections to be covered in the morning before meeting for lunch and we need to get away on time.

June 2024

June 18: NSVCC Annual General Meeting

June 23: Run to South Head. Meeting at Parakai. We need a volunteer to help plan the route please?

July 2024

July 21: To be arranged. Suggestions please.

August 2024

August 25: Daffodil Day Rally: Details to be confirmed.

September 2024

September 20-23: Spring Tour: Taranaki. Exact days to be confirmed but it will be this weekend.

Do you have any interesting ideas for a club run? Suggesting a destination does NOT mean that you have to plan the run. We just want ideas for potential trips.

Regular Diary

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

Tuesday Mornings: Restoration shed open. Coffee and tea at 10am.

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. Gold coin donation please.

...And remember...

International Festival of Historic Motoring: Nelson 15-21 March 2026

Open Day drone photos: Provided by Lee Larman, son of NSVCC member Barry.

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Last year Lee took a few drone photos of our open day, but in 2024 he has surpassed himself with these stunning photos. They are crystal clear and show our grounds and buildings to be in superb condition. I recently posted a few of these photos on the National Club Facebook group and they have made a real impact. In less than 12 hours 90 souls have 'liked' the photos and many also wrote some wonderful comments. Without doubt we have one of the very best clubhouses and grounds across all of the New Zealand branches.



What a magnificent array of vehicles. Well done to the parking marshals who arranged that! The villa itself is in perfect condition. Credit goes to all who have worked on the structure. Thanks to the painters, Julie Croft and Owen Sturgess (who has been sanding and painting the place for at least 5 years). Painting the Forth Rail Bridge springs to mind.



Its wonderful to see so many cars in the paddock; it's been a few years! More thanks again to our members especially Gerald Miller for all the hours spent on the Millenium Falcon mowing around the buildings and to Peter Aitken for doing the hard yards on the mowing tractor (that is becoming a "b1t^h" to start each week).



Impressive turnout on the paddock.



We are surprisingly close to Albany centre.

We have now received the official minutes of the March Executive meeting. They are very similar to the President's report that I referred to last month. They are not a true and accurate report of who said what. The general stuff of reports etc is all there. But almost everything that does not tie in with the management committee's agenda for change has been left out. I pointed out to N.O. (national office) that the NI captain's straw-poll asking delegates if they would stand for regional delegate and they all said no, was omitted. Karen came back with the comment that "*we do not record every conversation*" but they would add in these comments as an amendment at the next meeting. I agree, the trivial and off topic stuff can be left out. But important points should not be. Further, the minutes record a list of issues being read out to the meeting. It does not record who by and other delegates do not recall this happening. The issues were apparently the result of the March '23 meeting but were not recorded in those minutes and were not distributed in any other way or place.

Also missing was detail from Alan Thompson's presentation. He pointed out that we only needed minor tweeks to comply with the 2026 deadline and could still make amendments after that date. There was no mention of the high risk that the major structural change could fail. No mention was made of what would happen if the proposed changes failed to get 75% of the wider membership's votes. We are then left with very little time to comply with the new act. It would be much easier to do the small changes to our Constitution to meet the new act as it is far more likely to get the 75%.

It is a shame that the management committee feel the need to edit out views contrary to their own.

The Wellington branch constitution sub-committee, has written a letter to George Kear, President, asking that these omissions and additions be addressed at the August Executive meeting. They have also put together some suggested solutions to the issues introduced without the need for major structural change.

If anyone would like a copy of any of the reports or letters mentioned in this report, please contact me.

Tony Sparkes

Costello's captures: Various photos from the club taken by Terry Costello.

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Tony Sparkes takes a step up.



Gavin Welch and Arnold Van Zon discuss thumbs.



A newly arrived pair of gearboxes in the spares shed. Anyone interested?



Ian Kell gives his 'T' a little attention.



Pearl the Singer provides support for discussion.



Committee Notes: Precis of April 2024

Committee Meeting from Maurice Whitham.

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New Members: Ron Child, John Heslop, John White, Alexander MacInnes

Discussion Notes:

Storage Area: The storage area is full of rubbish, an old barbeque and old pails of paint and is to be cleaned out.

Smoke alarms: for Parts Shed not yet considered. Prices needed before we go ahead.

Storage Shed rental: The rental costs for the Storage Shed were queried and the Treasurer has confirmed that all those affected have been advised of the increased costs.

Open Day: Thanks from J. Higham to all involved. The day was a huge success and it was suggested that it could be run maybe twice a year – something to think about.

Tractor: There is a fault with the battery and alternator. W. Orr to look on Tuesday.

Museum: Do we need security on items like such as petrol cans?

AGM Nominations needed to be completed forthwith. Members wishing to serve on the committee are urged to fill out a Nomination form within the next few weeks. The Branch accounts are in hand and will be ready prior to the AGM.



*Left: George Mihaljevich
In his Talbot in our inaugural
Veterans Rally*

Right: Barry Birchall in the same rally in his Cadillac.



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: John Higham 09-478-7973

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 Captain: John Castle: 09 479 4135 or 021 957 032

Club Delegate: Tony Sparkes 09-473-5872 or 027-499-5588

GENERAL COMMITTEE Members:

Stuart Battersby: 022 471 2759

James Liu: 021 0274 4158

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

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120 or 09 420 4094

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

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Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09 947 3042

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