



# Progress:

The monthly journal of the

**North Shore**

**Vintage and Classic Car Club**

**October 2024**

**Editorial**

Hello all,

Update on VCC North Shore Daffodil Day .The club due to a late donation raised \$3008.30 for the Cancer Society with some more donations made after last edition.

As we cruise through another exciting year, the North Shore Vintage and Classic Car Club continues to thrive, thanks to the passion and dedication of our members. Our recent events have showcased some truly remarkable vehicles, from the elegant lines of pre-war classics to the bold designs of mid-century marvels. Each gathering is a testament to our shared love for automotive history and craftsmanship.

This month, we spotlight the meticulous restoration projects that breathe new life into these timeless machines. Our club's workshops are buzzing with activity, and it's inspiring to see the camaraderie and expertise that define our community. Whether you're a seasoned restorer or a newcomer eager to learn, there's always something to discover and enjoy.

We invite all members to join us for our upcoming events, including the much-anticipated annual rally. Bring your cherished vehicles, share your stories, and celebrate the enduring legacy of vintage and classic cars. Together, we keep the spirit of motoring heritage alive.

Again I would like to thank all donors of items in this magazine, without you, I could not do my job as Editor and produce this magazine.

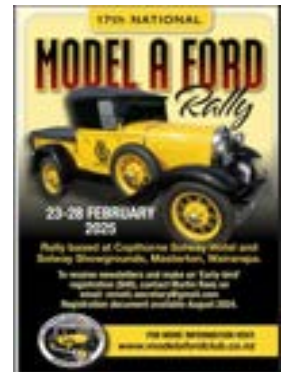
Many of you will not know but I am currently the Club Captain of the North Island Model A Ford Club owning a 1929 Model A Tudor, I am also on the Committee organizing the 17 th Model A Ford National Rally to be held in the Wairarapa based at The Copthorne Solway

Hotel in Masterton. Having not been involved in something like previously it has been a big learning curve and as many of you know with organizing events the time and costs to organize such an event. I am going to take the liberty of asking you if you know someone who is not a NIMAFc member who has a Ford Model A could you bring this event to their notice. They could visit <https://www.modelafordclub.co.nz/> or facebook <https://www.facebook.com/profile.php?id=61565004131411> for more details. It would be

appreciated

Thankyou ,be careful and stay safe

Wade



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Hello Members,

Well, some good news for the Branch. A letter from the Te Tupu Ngātahi Supporting Growth Alliance Programme Director, Jennifer Caldwell, has been received regarding the proposed designation of some of the northern field. The relevant part of the text is repeated here:

*"The North Project Team has now considered the option suggested by NSVCCC as well as several other localised alternatives that were developed with a view to achieving the same or similar outcomes as those sought by NSVCCC. The assessment of all these alternatives against the designation requirements has now been completed.*

*The Project Team is now confident that the desired future connection between the existing pathway and the proposed active mode facility to the north can be provided in a form and location that will avoid the need to designate any part of the land holding at 40 Masons Road, either for temporary or permanent use. On that basis, we intend to amend the designation boundary as notified for NoR4 to remove it entirely from the NSVCCC site.*

*The process for removing the designation boundary can only be completed once the Hearing Panel releases its recommendation report in late 2024. The Requiring Authorities will then have a period of 30 working days to make their final decision on the recommendations. NZTA will incorporate this boundary adjustment into its decision, which will be notified to all submitters, affected landowners, occupiers and adjacent property owners within 15 working days."*

A copy of the entire letter is posted on the Clubroom noticeboard.

So far so good. We await the finalisation of the formalities and the official deletion of any designation within NoR 4 (Notice of Requirement 4) before the end of this calendar year. So hold off any celebrations until then.

From the comments I have had relayed to me, reports are that the Spring Tour went very well and participants had an enjoyable time. Once again Paul Collins has excelled in delivering a first class tour. Thank you Paul.

John Higham

There was a guy who had an old car and wanted to to sell it but no one wanted to buy it .His friend said he had some advice that would help him sell his car, he then told him to get a logo of the lamborghini brand and stick it on the car. The guy really liked the idea and did it immediately! A week later, his friend asked him, "Have you sold your car or not yet?"He replied "are you crazy or something? Who sells a ----- lamborghini!"



You will all have read the Chairman's Report describing how the Notice of Requirement on our Northern Paddock has been removed. The effort required to achieve this is almost entirely down to our Chairman. From inside the committee, we have seen the effort, anguish and frustrations that John has endured in overturning this NoR.

—A puzzled John doesn't know what's going on.

John's effort will benefit both current and future members of the branch. As a small recognition for his work the committee on behalf of the members has presented John with a letter of recognition and a voucher that will allow John and his wife Heather to enjoy a quiet meal together and relax after the trials and tribulations of the last 18 months or so.



A Rather embarrassed John accepts his award



Hand on hip: John is lost for words.



Abandoned 1930s ornate hearse



Panhard Dynamic coach de 1936

# NOTES OF COMMITTEE MEETING    Precis 30 th September 2024 from Maurice Whitham.

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**New Members:**    Allan Lennard  
                             Claire Field  
                             Stephanie Berry

**Notes:**            Sand blasting – The use of a sandblasting cabinet for the benefit of members has been approved with a \$5.00 per session being charged to cover costs. Instructions for the use of the cabinet and compressor are being prepared.

Sandblasting between the two sheds - On two occasions in recent times members have been sandblasting between the sheds. This should not be done at the moment until the committee has had an opportunity to ensure appropriate safety requirements are in place.

Storage Shed Agreement – A new Shed Storage Agreement has been prepared for those renting spaces in the shed. This includes conditions relating to the charging of vehicles in the shed.

Constitution amendments – Comments on the new proposed national constitution is being formulated and will be returned to National Office in the near future.

Car parking proposal – T. Sparkes formalized cost to set a storage facility in the top paddock. Need up to \$100K to set up. No response to Wilson Proposal. Need to acknowledge Mike for his efforts.

Collecting Cars – Should this be advertised in Magazine – or is it just a self-fulfilling promotion. Just a free public event. Can go in magazine.

Bedford Conundrum – A document has been prepared by Terry and Stuart regarding the Bedford tow truck with its chassis issues. Three options have been suggested..



**NOTES OF COMMITTEE MEETING**    Precis 30 th  
September 2024 from Maurice Whitham continued.

Parts Shed Roller door – suggested that we get a smaller roller door. A. Van Zon to look for a smaller door. Approved

Engine footing – A concrete footing for engine mounting near the entrance has been approved.

Burglar Alarm for Parts Shed - J. Higham to follow up.

Analyser currently in the museum area – Donated by R. Andrews years ago. A. Van Zon said it can be disposed of. To be advertised.

Tractor Maintenance – W. Orr doing some work along with P. Lloyd assisting.

Lawn Mower sold - \$31.00 to a restorer.

AED – signage needed to keep it where it is. T. Sparkes to arrange.

Letter of Appreciation – A letter of appreciation and a restaurant voucher were presented to John Higham in appreciation for his outstanding work on behalf of the branch in relation to the NZTA-AT Notice of Requirement. The efforts put in by John resulted in the 30-year NoR being lifted from our land.

# Upcoming Events: Events through to April

2024.

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## **North Shore VCC Club Captains Report – September 2024**

### **Coming Club Events**

23rd October (Wednesday) – Bus trip to Hamilton Gardens. To date we only have 22 people confirmed and we need more to fill the coach. Please pass the word and non club members are welcome to join us. Email John at [jmcastle@xtra.co.nz](mailto:jmcastle@xtra.co.nz)

17<sup>th</sup> November – There will be a local run to Devonport Area, mildly competitive, and I have arranged an escorted visit of the historic Fort Takapuna at Narrow Neck, picnic lunch at the Fort and later a visit to the tugboat “Daldy located at Devonport Wharf escorted by Robert Brown. A flyer will follow shortly with full details.

19<sup>th</sup> December – Final Thursday coffee morning session for the Year with some Chrissy eats.

22<sup>nd</sup> December – NSVCC club members only. Xmas special BBQ and Car show.

No club activities in January, Club house closed.

16<sup>th</sup> February – Posh picnic Chris Field to organise!

22<sup>nd</sup> March – Club public open day and BBQ etc

20<sup>th</sup> April -A “Zephyr” garage run and picnic at Steve Paddison’s home in Leigh .

### **Other Events**

Canterbury Swap Meet at McClean’s Island 11<sup>th</sup>, 12<sup>th</sup> & 13<sup>th</sup> October

Takapuna Rocks – Saturday 9<sup>th</sup> of Nov 2024

Waikato VCC Swapmeet at Cambridge Sunday 17<sup>th</sup> November (clashes with our Club run)

Orewa Beach Hop – 24<sup>th</sup> to 26<sup>th</sup> of Jan 2025

Auckland Brit & Euro Classic Car Show Sunday 2<sup>nd</sup> March 2025 10.00am – 3.00pm

Beach Hop – 26<sup>th</sup> to 30<sup>th</sup> of March 2024



### **North Shore VCC Bus Trip To Hamilton Gardens, Hamilton When – Wednesday**

23<sup>rd</sup> October 2024

**Meeting Place** – Our Club rooms for 9.00am - sharp departure.

We have a very comfortable 49 seater Tour Coach ably driven by Peter Lloyd to convey us to Hamilton Gardens which are very highly rated. There will be something for everyone to enjoy.

Checkout the photos on Hamilton Gardens website.

There is now an entry fee to the gardens of \$18 per gold card member or \$20 everyone else. Lunch will be at the Garden Café and we have tables reserved for our group.

Food and refreshments will be at your choice, paid by you and a large selection of cabinet food will be available or you can order from the menu.

We will plan to be back at the Club HQ by 5.30pm.

To make this trip viable we need to fill the bus. First come, first served and the fare will be \$25.00 per person (based on a full bus)

Please email ([jmcastle@xtra.co.nz](mailto:jmcastle@xtra.co.nz)) or txt John Castle (021957032) to book your number of seats. RSVP by 30<sup>th</sup> September 2024

**Editors note:** Please note reservations should of been made by the 30 th September but if you wish to go and have not made your reservation ring John ASAP



## Upcoming Events: continued

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### VCCNZ Waitemata Branch-Mangawai run

Details for Octobers run 20<sup>th</sup> Oct Starting at the usual place, the “Club Rooms”, RSA Rooms, King George V Memorial, Library Lane Albany meet 10am

We are doing a run up to Mangawai where the following is happening:

Visiting the 1863 Schooner that is/has been undergoing restoration called the Daring and we can find out more there. The museum contains a lot.

We shall have morning tea at the museum which will be a scone with jam and cream and tea or coffee. We will then go to the Tavern

Lunch at the Tavern consists of a choice of: Fish and Chips, Burger and chips, Chicken Caesar salad, Pumpkin soup and bread.

As a package you get morning tea at the Museum, tour through the museum and lunch at the Tavern all for \$45 which I believe to be good value.

You will get to see the Willy Wonker Chocolate factory from the windows but sadly they do not open on the weekends.

**Confirmation of name and numbers, along with your choice of which lunch you wish to have is essential contact Gilly 027 269 5660**



### VCCNZ Waitemata Branch

I'm reaching out to introduce [CollectingCars.com](https://collectingcars.com), a global online platform for buying and selling collector and enthusiast vehicles **Join us for a Coffee Run!** We're excited to invite you to our upcoming **Coffee Run** at Auckland Showgrounds. It's a relaxed morning gathering where you can bring your prized cars, meet fellow enthusiasts, and enjoy great coffee.

- **Date: Sunday, 29th November 2024**
- **Time: 8:00 AM - 11:00 AM**

**Location: Auckland Showgrounds, 217 Green Lane West, Epsom, Auckland 1051**

Whether you own a classic, modern, or something truly unique, we'd love to have you there.

To join us at the event, **register here:** [Coffee Run - Auckland Showgrounds](#).

We'd be thrilled if your club members could join us, and of course, feel free to spread the word. We look forward to meeting you and seeing your amazing vehicles at Auckland Showgrounds! Kind Regards, Mitchell Braithwaite

## SPEED EVENT TRAINING SEMINAR



Members who participate or wish to enjoy VCC Racing and VCC Hill Climb events and wish to become more involved with these special VCC events

**We are offering a Training Seminar in the positions of**

**EVENT (SPEED) STEWARD**

**CLERK OF COURSE**

**SCRUTINEER**

**This training seminar will be held at our North Shore Clubrooms on  
Sunday 10<sup>th</sup> November @ 9.30 am**

Please note these 3 comprehensive seminars will take several hours

Neil Beckenham      021 588 536 registrar@vcc.org.nz

OR

Ray Sanders      021 632 563 speedsteward@vcc.org



**LOOKING FORWARD TO SEEING YOU THERE**

David Lane

## The Adventures of an Unloved 1916

### Willys Overland 75 Engine



We are not sure when the Overland 75 engine first turned up at the parts shed but it didn't take us long, considering its rusty, dirty condition, to put it into the "too hard basket". The "experts" (and we have many) who drifted into the parts shed over the ensuing months all had their theories, especially considering the weird contraption that was fitted on the rear directly behind the fly wheel. The popular consensus was that it might have been converted to a stationary engine of some sort, powering either a saw bench or a water pump. However, after its

illustrious life ended, this engine was clearly left out in the weather. When we got it, it was full of water and totally seized. Arnold tried selling it on Trade Me for \$1, but we didn't get a single bite, and so it was destined for the scrap metal heap. As the months passed, the Overland 75 motor became a b&##y nuisance. Coxie (our resident un-paid housekeeper) would nag at us to shift it because it interfered with his regular dusting and vacuuming duties. Pete Stubbs suggested giving it to Barbs for the museum project. Barbs showed no interest. The lower shed group said keep it, the other shed group said get rid of it. Even our resident mini lawn mower man, Gerald, suggested a possible solution where he could use the big tractor to dig a hole around the back of the sheds one night and bury it without anyone knowing. Clearly a decision had to be made. I asked, "Why not clean it up and give it a coat of paint, mount it onto a concrete plinth directly under our 'Brooklands' sign out by the gate"? It could give a clue to the general public as to what we might be up to behind our hallowed walls. Arnold took our case to the committee and permission was granted to erect this piece of sculpture in perpetuity. We were on our way. The task of cleaning it up was made a lot easier with Terry Costello donating a portable sand blaster to the parts shed, which made my job a total breeze. Brendon of "Car Colors" in Arrenway Drive, Albany, has been of immense help in supplying us with technical assistance plus all the bits and pieces to complete our job. Thank you, Brendon. The anti-rust was soon applied followed by an etch primer coating and then three coats of two-pack paint. Arnold made the four legs to support the motor just



### David Lane– continued

before he grabbed his push bike and Marika and bugged off to Europe for 3 months. Recent communication indicates that they started out in Amsterdam and are riding through to France and into Germany. To date, they have pedaled over 2000 kms and are currently in Switzerland. It will not surprise us if they were a late entry into the Olympic Games and Marika picked up another gold medal.



Back to our project: the engine is slowly being fitted out with all the frippets and permanent weather sealing. The project has been a nice distraction in the parts shed with everyone playing a small part. Ground preparation is the next item on the agenda. If anyone is an expert on the

correct placement of orange cones, leaning on a shovel and chewing the fat, please present your CV to me for immediate consideration. -David Lane 09/09/2024



**Freaks of History: 1937 Willys** featured in Hemmings, highlights a unique period in automotive history. Willys-Overland, once second only to Ford in production, faced financial struggles in the early 20th century. John North Willys revitalized the company, moving operations to Toledo and achieving significant success.

The 1937 Willys models were known for their affordability and practicality. They featured a streamlined design influenced by the Art Deco movement, with a focus on aerodynamics and efficiency. The cars were powered by a range of engines, including a four-cylinder and a more powerful six-cylinder option. Despite their modest size, these vehicles were robust and reliable, making them popular among consumers.

Willys' innovative approach extended to their marketing strategies, emphasizing the cars' modern features and value for money. The 1937 models, in particular, stood out for their stylish design and advanced engineering, which included improved suspension and braking systems.



Overall, the 1937 Willys represents a significant chapter in automotive history, showcasing the brand's resilience and ability to adapt to changing market conditions<sup>1</sup>.

[1hemmings.com](https://www.hemmings.com)[2hemmings.com](https://www.hemmings.com)

sourced by Bruce Skinner



# Barn Find-1987 Ginetta G26 by Bruce Skinner

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1987 Ginetta G26 are among the more unusual. Hailing from the UK, only 284 of these classics were produced. It looks exotic, but with most of its mechanical and interior components starting life in a Ford Cortina,

Ginetta introduced the G26 as its latest model in 1984. Utilizing a fiberglass and plastic body on a bespoke electroplated square tube frame, the styling was considered modern and crisp. Its design is wedge-shaped with pop-up headlights, giving it a distinctive and exotic look with the finish and panel gaps tighter than typically expected from a kit car.



**Mechanical Components:** Most of its mechanical parts are sourced from the Ford Cortina, making it relatively easy to find replacement parts. It typically houses a 2.0-liter DOHC four-cylinder engine, producing around 113 hp and 118 ft/lbs of torque.



**Performance:** Weighing just 2,019 lbs, the G26 offers impressive performance for its power, with a top speed of approximately 115 mph and a 0-60 mph time of around 16.4 seconds<sup>1</sup>. It also boasts good fuel efficiency, achieving over 30 mpg on the open road.

**Interior:** The interior is practical, often using components from the Ford Cortina, and can accommodate up to four adults. The right-hand drive configuration is common, reflecting its British origins.



The Ginetta G26 is a fascinating piece of automotive history, blending the charm of a kit car with the practicality of widely available Ford parts.

## Have lens will snap: Captured by Terry Costello.

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Jim with his freshly restored Bricklin



Admiring



Another Angle



Open it right up



How many Horses



*Bricklin SV-1 two-seat sports*



# Have lens will snap: Captured by Terry Costello. continued

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I am listening with intense



Looking polished



Military training, cleaning with a  
toothbrush



Such precision



Coming along each week



Fiddly



## More Photos

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New member Steph shows off her gorgeous Morris 1000



Restoration shed tool board



Barry Dew trying to sort out nuts and bolts



Citroens come to town



Nice line up



Nice day for it

# History-Timeline: Yet another marque

## Zaporozhets

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LOGO

### ZAZ Zaporozhets Overview

The **ZAZ Zaporozhets** was a series of rear-wheel-drive superminis produced from 1958 to 1994 at the ZAZ factory in Soviet Ukraine. Known for its affordability and durability, it became the “people’s car” of the Soviet Union, similar to the Volkswagen Beetle and East Germany’s Trabant. The final series, ZAZ-968M, was replaced by the ZAZ-1102 Tavria, which featured front-wheel drive and a water-cooled engine.

### Name and Popularity

The name “Zaporozhets” translates to a Cossack from the Zaporizhian Sich or a person from Zaporozhye (now Zaporizhzhia). The car was well-known in former Soviet states and was appreciated for its performance on poor roads and ease of repair. It earned several nicknames, including “horbatyi” (hunchback), “malysh” (kiddy), “ushastyi” (big-eared), “zapor” (constipation), and “mylnitsa” (soap-box).

**Special Versions** of the Zaporozhets were produced for disabled people, especially war veterans, featuring additional controls for operation with limited limbs. These mobility cars sometimes accounted for up to 25% of ZAZ factory output.

**First Generation (1960–1969) ZAZ-965** was produced at 600, it was a completely different car. The first prototype, the Moskvitch-444, was designed in 1957 and initially powered by a flat twin-cylinder MD-65 engine, which was later replaced by a more suitable rear-mounted 746 cc V4 engine, the MeMZ-965.

The V4 engine, developed for the LuAZ-967, featured a magnesium alloy engine block and was unusual for its time, with similar configurations found in Ford vehicles like the Taunus and Transit van. The ZAZ-965 required a redesigned rear and new rear suspension to fit its V4 engine, influenced by LuAZ designers, leading to independent suspension on all four wheels. Its front doors opened like suicide doors for better accessibility. The air-cooled V4 engine, unlike the Fiat’s inline-four, was similar to Volkswagen’s flat-4 engines. The Zaporozhets



featured larger wheels and front suspension on torsion bars. Production began at the reformed ZAZ factory in 1958, with the first car delivered on June 12, 1959, and production starting on October 25, 1960. The ZAZ-965 was priced at 1,800 redenominated roubles.

A van model, the ZAZ-965S, was also produced for the Soviet post office. The ZAZ-965A, an improved version, was produced from

November 1962 to May 1969, with 322,106 units

**First generation (1960–1969) ZAZ-965**



## History-Timeline: Yet another marque

### **Zaporozhets continued**

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made. It had a rear-mounted, air-cooled OHV 887 cc V4 engine, producing 27 PS, later upgraded to 30 PS in some models. The engine's 90° V4 layout was practical for Soviet drivers, especially in winter, though it affected cornering stability. The ZAZ-965A also had versions for the disabled and a luxurious export variant, the ZAZ-965AE Yalta. Despite its low prestige, the ZAZ-965 was popular and accessible, becoming



ZAZ-965 dashboard

known as the “car for pensioners and intellectuals.” Production of the ZAZ-965 ended with 322,116 units built.

The ZAZ-965 inspired the 1962 prototype NAMI 086, named Sputnik, with a 15 PS 500 cc vee-twin engine, electromagnetic clutch, and four-speed transmission. It had four-wheel independent suspension and weighed 520 kg but was never built. The 1969 ZAZ KD, based on the ZAZ-965, had a fiberglass body, weighed 500 kg, and reached a top speed of 75 mph, but was also not mass-produced.

#### **ZAZ-966**

The second generation, starting with the ZAZ-966, entered production in November 1966. It featured a restyled body, no longer resembling the Fiat 600, and addressed issues like torsion bars losing tension and engine overheating. It had a

ZAZ-965 Zaporozhets engine

30 PS 887 cc MeMZ-966A engine and a radio as standard equipment. The price increased from 1,800 to 2,200 roubles by 1969. The ZAZ-966B, launched in 1968, had a 40 PS 1,197 cc MeMZ-968 V4 engine. The ZAZ-966 was discontinued in 1972.

#### **ZAZ-968**

Produced from 1971 to 1980, the ZAZ-968 featured the same 40 PS 1,197 cc MeMZ-968 V4 engine but had a modernized exterior and improved safety features. The ZAZ-968A, produced until 1980, introduced new safety measures and had variants for the disabled. The up-market ZAZ-968A debuted in 1974 with a padded dash and energy-absorbing steering column. The export ZAZ-968E had international-standard headlights and a safety glass windscreen.

In 1979, the ZAZ-968 series was replaced by the modernized ZAZ-968M. Prototyped in 1977, it featured black plastic replacing much of the chrome exterior and an upgraded interior with an enclosed glove box and modern dashboard. It was offered with three engine options: MeMZ-968E (40 hp), ZAZ-968GE (40 hp, dual carburettor), and MeMZ-968BE (50 hp). The “ears” were removed, and the hood lid and rear quarter panels were louvered.

The ZAZ-968M was the last Zaporozhets model, produced from 1979 to June 1, 1994. By then,

## History-Timeline: Yet another marque **Zaporozhets continued**

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the Soviet Union had collapsed, and modern Western cars like the Volkswagen Polo and Ford Fiesta had become available, outclassing the Zaporozhets. Special variants included the ZAZ-968MB2 for drivers with one foot and the ZAZ-968MB for drivers with no feet. Planned models with larger engines never entered production due to political and economic changes.



ZAZ-965AE



ZAZ-966

### **In Popular Culture**

- **Three Plus Two (1963):** Featured a ZAZ-965.
- **GoldenEye (1995):** Jack Wade drove a 1963 ZAZ-965A.
- **Cars 2 (2011):** The Trunkovs are based on the ZAZ-968.
- **MudRunner (video game):** Features a car based on the ZAZ-968.

**Half-Life 2 and S.T.A.L.K.E.R. (video games):** The car appears as a prop.



Vladimir Putin with his 1972 ZAZ-968



ZAZ-968 rear view

## Spring Tour Report

With early morning traffic and biblical rain showers I left home soon after 6am planning to get over to Owen's place around 7am. This time I made certain that I had his address written down to ensure I didn't need to go knocking on doors down the street to find him. I arrived on time to find Owen relaxing on the veranda waiting for me. We had the odd queue at lights to get onto the western motorway, through the tunnel onto SH20 south towards our meeting point at Ray Small Park, Pakuranga. Twelve months ago we stopped at MacDonalds for a Big Mac Breakfast and coffees, but allegedly 'O' is a changed man and just had a coffee, embarrassing me into a Bran Muffin.

Suitably refreshed and 'watered' we nipped across to our meeting point and were greeted by 22 cars and 38 rallyists. We had all the usual suspects, together with a few new faces from the Warkworth and Wellsford Branch, driving some rather tasty vehicles (Mk 4 Zephyr, a 56 Bel Air, a Softop Mk 3 Zodiac and a 5+litre Holden Calais) ..... But no Julie Croft and Graham in their white BGT!! On arrival we must have just missed the MG being push started en-route to an auto electrician.

We were presented with our route instructions on arrival. As usual Paul had produced a set of very detailed instructions and even for Owen and me they were pretty easy to follow. Have you ever tried to drive south of Hamilton NOT using any motorways?? Blimey what a palaver! Crossing over and under SH1 as we wound our way southwards on the Great South Road, through Huntly, Ngaruwahia and towards Pirongia. At one point the Waikato looked a bit low and so Owen and I stopped to top it up. Then we obviously hit a time warp as all the tarmac roads disappeared and my poor MG had its first EVER run on a metal road. (Paul there will be a bill for repairing paint chip damage in the post ).

We stopped at Otorahanga to pick up some lunch and visit the facilities. We had just stepped out of the bakery when Julie and Graham went flying past in the MG. Julie left home early in the morning having jump-started a flat battery, but the alternator was SNAFU'd and wasn't producing enough charge for the systems including the electric fuel pump. A replacement alternator fixed the issue. Talking of bladder issues, which we weren't, Mike Garner told me that on that leg he had beaten a personal best of just over 3 hours between pee stops. Respect!

Somewhere after Otorahanga we visited Neville Daidson's well organised private collection of



Super Mercedes at Neville Davidsons  
place



tractors, cars and memorabilia. An excellent stop to eat our sandwiches. Paul had brought along milk teas and coffees, but there was obviously a misunderstanding about who was to provide the cups. After that away we went down the old road to Te Kuiti and after a quick stop at Sir Colin Mead's statue we made our way towards Endeans Timber Mill (after more flippin' metalled roads!).

Endeans Mill had been in its current location since 1927 but was abandoned in 1996.

Abandoned really means what it says basically, everything has been left untouched for the past 28 years. It is a photographers' dream with all the old buildings and machinery just left to nature. Club member Peter Lloyd grew up around here and his beautiful Model T truck shows his attachment to the place.



Peter Lloyd Model T truck



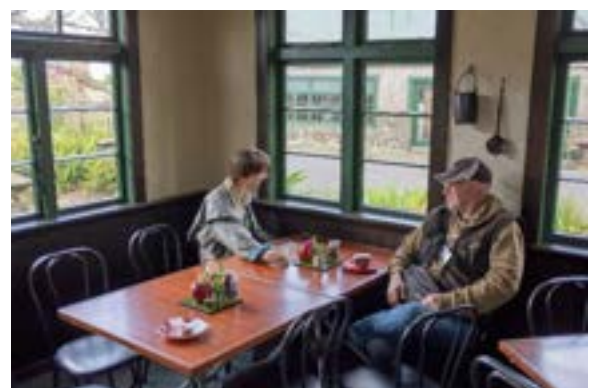
Jim Masson and Julie Croft ponder how to make a cuppa with no cups!



Can you guess what it is yet? (Sawdust)

After leaving Endeans, tourers had the option to follow a pretty (but metal) route down to Taumarunui but about half of the group took the more direct route on the main roads into town. It was 'interesting' following some of the quicker cars from Warkworth and Wellsford down this stretch of road. How on earth Owen dozed off, I will never know.

We checked into our motel, had a quick shower and then made our way next door to the local RSA. We arrived before all other tourers, apart (of course!) from John Castle and Bill Duffy (who had already finished his



Owen spoke to this chap for 10 minutes and got no response.

first pint and was clearly desperate for a second). I must admit we all had quite a bit to drink that night, but it was a good chance to relax and get to know some of the folks from the other branches.



Graffiti Train

I was up bright and early on Saturday morning and took a walk down the main drag through the centre of Taumarunui. It was a fabulous morning with the sun burning off some overnight mist. A few of us met for coffee/breakfast in a local café/bakery and from there we crossed the road to the station museum. Unfortunately, the station doesn't see a lot of traffic nowadays, although I did hear at least one freight train going through overnight. Across from the main platform Andrew Lunt was fascinated by the graffiti Train and had to have a closer look.



Waiting for a train that will never

We left the station museum and drove around a loop to visit an old maintenance shed, now occupied by a model railway club and a couple of vintage machinery clubs. Fascinating stuff in there all from the 'Age of Steam'.



The Tour at Whangamomona

Tour at Whangamomona

A quick stop at the bakery to pick up some lunch and away we headed through the hills and onto the Forgotten World Highway. AND MORE METALLED ROADS! Actually it was a very pleasant ride, plenty of hairpin bends, steep climbs and lovely scenery. I think the passenger might feel less in control, but the driver surely missed some of the better views.

There are lots of roadworks for a large percentage of the way over to Whangamomona and I suspect there would be plenty of Stop/Go sections during weekdays. An experience that I wouldn't want to miss, but I was relieved when we eventually reached the infamous Whangamomona Hotel. We didn't stop for long, just a quick pit-stop and time for Owen to buy the world's most expensive souvenir Tee-Shirt and we were on our way to Stratford to rob a





Andrew Lunt and James Lui toss a coin to decide which one asks Paul Collins who Elvis was?

...rare part from a car hidden in the garden of Owen's sister-in-law. There were no more metalled roads on the way to Stratford but quite a few 'interesting' tight hairpins as we crossed a couple of steep saddles.

Once we had picked up the rare trim piece from Owen's sister we shot down to Hawera and managed to find our motel after no less than 3 wrong turnings. It was a relief to see that master navigators, Gavin Welch and Sophie also made at least one mistake finding the motel. That night dinner was in the almost new South Taranaki Club. Super place, good food, live music and loads of huge screens to allow us to watch the ABs beat Australia.

Sunday's itinerary in Hawera was packed and included a visit to an Elvis memorabilia display, a Victorian Water Tower, a private car collection and a truly amazing museum. Owen and I missed out on the Elvis event, we reckoned that any rock star that didn't play a Fender or

Gibson wasn't really a star. But at least we'd heard of Elvis eh James Liu? 😊 We looked at the water tower and I must admit that just looking upwards gave me the eebeejeebies so there was now way that I was going to climb up it! The private car collection was very good, with some fabulous vehicles on display. Interestingly, the owner purchased the place as somewhere to store his own personal collection, but soon after he got there he had a visit from the council and was told that he would have to move out because he was just inside the 'retail only' centre of the town. Rather than move he put a sign in the window with prices of some of his cars. He now sells a few cars each year but can stay where he is! After the morning in the centre of Hawera we drove a few kilometres out of town to the stunning Tawhiti Museum. What a place! The sheds go on forever, some displays are static displays of vehicles but interspersed with these are full size dioramas of a Blacksmiths Shed, a lolly shop, a battle scene. All with incredible life-sized mannequins



Hawera Water Tower... Nope I'm not climbing up there!!



The Team that did climb to the Top of the Tower —



Shiny Morris but why would you use Brilliant White??

like Madame Tussauds in London. If you go make sure to go on the boat trip. We must have spent around 4 hours there with occasional stops at their café for coffees and cakes. Whilst we there a huge thunderstorm blew through, but the display sheds were almost leak free and thus the tour wasn't affected.

Dinner that night was in a sports bar called something like "Nasty Habits". The food was excellent, even if the service was a little slow. John Castle formally thanked

Paul Collins for organising a great tour. Paul hinted that he was thinking about a Napier/ Gisborne run for the 2025 event. No less than 42 tourists heard Paul say that there would be no metalled roads next year!

Agnetha (my SatNav speaker) reckoned that our trip home would take around 6 hours to Owen's. We left at 6am and reached Owen's at about 12.30. We only had braking on three wheels but that's another story.....

**Thanks to Paul and all other tourists for making this such an enjoyable trip!**



How sad does that Thames Trader look??



Brian and Viv Guest's 1952 De Soto Diplomat.



James Liu Rover



Paul Collins Humber



Spring Tour Awards



Jim Masson - Most Spring Tours attended,  
and always on his own



Rob Webster - Hard Luck 2 - Fan Belt  
issues.



Rob Mackisack - Mk111 Zephyr -1st time  
attendee on a Spring Tour.



Hard Luck Prize Julie Croft, MG BGT,  
Alternator failure 100 meters before the  
start of the Tour.





### **J. S. Inskip Inc., Rolls-Royce, and Brewster & Co.**

J. S. Inskip Inc., founded by John S. Inskip, was a prominent Rolls-Royce dealership and custom coachbuilder based in New York City. The company operated from 1937 to 1967, taking over the Rolls-Royce agency and coachbuilding operations after Brewster & Co. closed in 1937<sup>1</sup>.

### **John S. Inskip**

John S. Inskip (1885-1961) was a significant figure in the American automotive industry. He started as a salesman for Locomobile's New York City distributor before moving to Rolls-Royce's showroom on Eighth Avenue and 58th Street. Inskip acquired Brewster & Co.'s assets when it went into liquidation, continuing the legacy of custom coachbuilding<sup>1</sup>.

### **Operations and Contributions**

J. S. Inskip Inc. was known for its high-quality custom coachwork on Rolls-Royce chassis. The company operated out of the former Brewster building at 327 East 64th Street and had a showroom at 24 East 54th Street. Inskip's designs were less dramatic than Brewster's but maintained a reputation for elegance and craftsmanship<sup>1</sup>.



### **Associated Builders**

**Brewster & Co.:** A prestigious coachbuilder known for its luxurious and bespoke designs. Brewster & Co. was the primary coachbuilder for Rolls-Royce in the United States before its closure in 1937<sup>1</sup>.

**Rolls-Royce Custom Coachwork:** Inskip continued the tradition of custom coachwork for Rolls-Royce, providing tailored and unique bodies for discerning clients<sup>1</sup>.

### **Legacy**

J. S. Inskip Inc. played a crucial role in maintaining the presence of Rolls-Royce in the American market during its operation. The company's commitment to quality and custom design left a lasting impact on the luxury automotive industry.

When Inskip passed away in 1961, Inskip's son-in-law, George Jessop, took over the New York City operation, and closed down the 54th St showroom, consolidating operations at 64th St. Inskip stopped handling Rolls-Royce cars in 1967.



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Oldsmobile years range from mostly 1927,28,29,30, 35,36,37,38,39- 46/47, 71 with various items from those years. There is a 1929 Olds chassis with all chassis and mechanical parts, wheels, plus radiator, four mudguards, bumpers, front seat, four sedan doors. (could be a project! )There is a 71 Olds Cutlass 350

V8 engine. Engines from earlier years. Carburettors starters & generators. Doors, guards, radiator grills etc

There are starters, generators, carburettors and & vintage bits from other makes.

We are located in Papakura. Robin Buchan 0274 905403. [rbuchan@xtra.co.nz](mailto:rbuchan@xtra.co.nz)

**Citroen and Hot Rod visit to NSVCC**



Nikola Tesla (1856-1943) was a Serbian-American inventor and engineer known for his groundbreaking work in electrical engineering. Born in what is now Croatia, Tesla displayed remarkable creativity and imagination from a young age and studied engineering at the Technical University of Graz and the University of Prague.

Tesla is best known for his contributions to the development of the modern alternating current (AC) electricity supply system. He discovered and patented the rotating magnetic field, which is the basis for most AC machinery. His work on the three-phase system of electric power transmission revolutionized the way electricity is generated and distributed. In 1884, Tesla immigrated to the United States, where he initially worked for Thomas Edison. However, due to differing views and methods, Tesla eventually struck out on his own. He partnered with George Westinghouse, who purchased the patent rights to Tesla's AC system, leading to widespread adoption of AC power.



Tesla's other notable inventions include the Tesla coil, which is widely used in radio technology, and early work on wireless communication and energy transmission. Nikola Tesla was indeed a prolific inventor, holding around 300 patents worldwide. Many of his inventions significantly impacted technology and society. Despite his contributions, Tesla died penniless in New York in 1943, largely due to his lack of business acumen and financial management.

The story about Tesla's 1921 Pierce-Arrow electric car powered by "etheric electricity" is a popular myth. There is no verifiable evidence that Tesla built or tested such a car. The specific claims about a self-charging electric car remain unsubstantiated. Electric cars have been around since the late 19th century, but the technology described in the myth does not align with known scientific principles or Tesla's documented work.

: Tesla Memorial Society of New York : Biography.com : Snopes.com : IEEE Spectrum

Bob and Pete were out in the desert looking for vintage tin. Pete has to take a leak so he heads over near some rocks and whips out his dick. No sooner does he do that when a resting rattlesnake bites him where it hurts the most. Bob! Call the doc cause I just got bit on the dick by a rattler! Ask what we can do!!! Bob gets the doc on the phone and asks what should he do to help his buddy...Doc says "You are going to have to suck out the poison or Pete will die! Bob says thanks and hangs up the phone. What did he say? asks Pete. Doc says you, re gonna die.....

by Bruce Skinner



Car trials, the gritty endeavor that evolved from reliability runs of the late 1880s. Reliability runs were designed to prove that a car could cover a convenient distance and become indispensable, replacing Old Dobbin, your four-footed transportation servant. The offshoot called trials began in Britain; by the mid-1930s, crazy people were pitting spindly, underpowered vehicles against steep, muddy, rocky hills,

hoping to avoid flipping over. Company founders Ken Delingpole and Ron Lowe built a trials car from an Austin 7 augmented with Ford mechanicals to kick off their auto-making enterprise, giving Dellows the DNA to perform particularly well at trials. (Does anyone know what famous British brand – still making cars today – also established itself by producing a trials car based on an Austin 7?) Today's 1954 Dellow Mk II has accumulated a 41-year history of racing in the New York area.

The first Dellow was introduced in 1950 – and not at some fancy motor show. Business grew because the founders were good at tuning and building trials cars, and competitors wanted their own copy of what Ron Lowe was racing. Around 94 Mk Is were made. Panels were aluminum, the first cars had no doors, and the engine was the Ford Ten E39A 1172 cc four-cylinder along with its balky three-speed manual gearbox. Juiced with an SU carburetor, output



was 37 hp, but at least one Mk I was equipped with a supercharger. The Mk II was introduced in 1951, offering doors (optional!), a slightly longer body, and coils instead of ellipsoids in the rear. This vintage radiator badge hints at the car's racing pedigree: the Republic Motor Sports Club was a New York organization that – with Shell Oil Company – sponsored economy runs in the area. Meanwhile, the interior oozes



British charm – with seats beautifully worn, the Moto-Lita wood rimmed wheel designed to graze your thighs, and a wonderful set of bespoke gauges. The Mk II – as noted – could be



ordered with doors and this one is so equipped. "Door cars" received an interior brake handle that applied mechanical brakes to the front and rear wheels simultaneously. If you rejected the door option, your brake handle was external, and pushing it forward engaged the front brakes, while pulling it back engaged the rears –Michelle Rand ,Barn Finds



## 1932 Hupmobile Eight I-226 Coupe by Hemmings.com

Sourced by Bruce Skinner

Progress  
October 2024



The Hupp Motor Car Corporation, active from 1909 to 1941, produced influential vehicles, especially in the 1930s. This 1932 I-226 Coupe, one of only three known to exist, exemplifies their stylish designs. Notable for its “form-fitting fender”



look, the 1932 models featured tightly hugging front fenders, V-shaped radiator shells, and sleek body moldings that created a Coke-bottle shape. Riding on a 126-inch wheelbase, this model was a sporty, enclosed car

with Art Deco and Streamline Moderne detailing, including unique hubcaps, a radiator shell ornament, spotlamps, and a folding luggage rack.



The Hupmobile coupe’s interior features fresh, cloth-trimmed panels with ribbed relief and woodgrain accents. It seats three on a button-tuft bench seat, with room for two more in the rumble seat. The rear window lowers for conversation, and the delicate three-spoke steering wheel complements the symmetrical instrument panel with easy-to-read dials. Flip-down sun visors are centrally mounted.



Under the hood, an inline-eight engine with 279.9 cu.in. displacement and 103 horsepower, Hupmobile’s second-most-powerful engine in 1932, powers the car. It drives the rear wheels through a three-speed manual transmission with freewheeling capability.



**Robert Craig Hupp** (June 22, 1877 – December 7, 1931) was an American automobile engineer and company founder

**Bobby Hupp**



Bobby Hupp was born in Grand Rapids, Michigan, on June 22, 1877. He worked for Oldsmobile, where he co-designed the Curved Dash runabout.<sup>[4]</sup> He also worked at Ford Motor Company.<sup>[5]</sup>

In 1909, he co-founded Hupp Motor Car Company, with Charles Hastings, formerly of Oldsmobile, who put up the first US\$8,500 toward manufacturing Hupp's car.<sup>[3]</sup> They were joined by investors J. Walter Drake, Joseph Drake, John Baker, and Edwin Denby. Drake was elected president; Hupp was vice president and general manager. Emil Nelson, formerly of Oldsmobile and Packard, joined the company as chief engineer. Hastings became assistant general manager.<sup>[1][2]</sup>

While serving as vice president and general manager for Hupp Motors, he formed the Hupp-Yeats Electric Car Company in 1910,<sup>[6]</sup> and acquired a collection of companies to supply parts for Hupmobile and other auto manufacturers.<sup>[7]</sup> Hupp's expansive business plans met with skepticism by his investors, and in August 1911 they bought him out.<sup>[8][9]</sup> Hupp immediately brought out the automobile company RCH.<sup>[10][11]</sup> He also combined all of his business enterprises into Hupp Corporation.<sup>[7]</sup> Fearing confusion between the Hupmobile produced by Hupp Motors and the RCH and Hupp-Yeats produced by Hupp Corporation, Hupp Motors sued Hupp Corporation and the Hupp brothers to force them to change the corporate name.<sup>[12]</sup> The suit was successful; in early 1912, Hupp Corporation changed its name to R.C.H. Corporation.

When Hupp left Hupp Motors, he informed the company that his supplier companies would devote their full capacity to make parts for RCH.<sup>[13]</sup>

Hupp, who is credited with many early automotive design inventions including hydraulic braking systems, died of a cerebral hemorrhage at the Detroit Athletic Club on December 7, 1931, following a game of squash.<sup>[5]</sup> He collapsed in the locker-room, but doctors attending to him were unable to save him. He is buried at Woodlawn Cemetery in Detroit.

[https://en.wikipedia.org/wiki/Bobby\\_Hupp](https://en.wikipedia.org/wiki/Bobby_Hupp)

The Hupp Motor Car Company factory with a truck and three cars (1911)



# About Us & Contacts

Progress  
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**Club Address:** 40 Masons Rd, Albany, 0632

**Phone:** 09-4792779: **email:** [northshorevcc@gmail.com](mailto:northshorevcc@gmail.com)

**Website:** [www.northshorevcc.com](http://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

**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)

**Editor Progress Magazine:** Wade Alexander: 027 272 2130 or [wadeyboy@xtra.co.nz](mailto:wadeyboy@xtra.co.nz)

**Members' Garage Manager:** Kevin Lord 027 235 0142 or [kruizn@xtra.co.nz](mailto:kruizn@xtra.co.nz)

**Welfare Officer:** Brian Bisset 09 554 1740

**Librarian:** Kevin Benseman 022 678 5629

**Beaded Wheels Correspondent:** Richard Bampton 09 947 3042

**Magazine Editor:** Stuart Battersby: 022 471 2759 or email [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com)

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