



North Shore  
Vintage and  
Classic Car Club

- > Your journal
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- > Your committee

# Progress:

The monthly journal of the  
North Shore  
Vintage and Classic Car Club  
October 2022



Hi All,

It's so nice to see all our familiar faces coming back after our brush with Covid over the past couple of years (but we do still miss Jim Drummond's dulcet tones). It really does feel like we are getting back to normal. Thursdays are now as busy as ever and Tuesdays are moving again. Over the next month or so, we should have completed the clubhouse renovations and installed a new 65inch 'SMART' TV. This will allow us to view all sorts of internet content, including old movies, archive newsreels from around the country and have a look at some of the online tutorials on auto mechanics and restoration techniques. We want to make Wednesday club nights much more interesting and enjoyable and are definitely open to further ideas and suggestions to improve the evenings. Just while we are talking about the clubhouse improvements we want to refresh our *Members' Cars Photo Wall*. If you would like your vehicle to be included then please get an 8"x10" photo printed and bring it into the club over the next few weeks.

Next March is our 50th Anniversary of the North Shore Branch and despite a number of friends, past members and colleagues hustling for invitations to our event we haven't actually made any firm plans for how we should celebrate the occasion. We are open to suggestions. Please contact Andrew Lunt or Richard Bampton with your ideas.

Finally I need more articles, ideas and suggestions for articles and features in your magazine. Thanks again to Bruce Skinner for his contributions, but unless you want me to write another 9 pages on the Spring Tour, we will need more input from our members.

Stuart Battersby: [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com):

## In this edition:

- \* **Chairman's Report:** Busy again.
- \* **Spring Tour:** Part 1.
- \* **Focus on the marque:** Tatra.
- \* **Upcoming events:** It's showtime!
- \* **More by luck than judgement:** Bus lane sign comes good.
- \* **Spring Tour:** Part 2.
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- \* **October Run:** Treasure hunt on Whangaparaoa.
- \* **Committee Notes:** September 2022 Committee.

*Cover Girl: . Tatra 603.  
So ugly that it's beautiful*



# Chairman's Report: Tony Sparkes

## September 2022

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Time for another report already? Time flies when you are having fun, so don't waste it, you might get a last minute penalty!

A very successful Spring Tour was completed, with 23 cars taking part. There is a full report later in Progress, but I would like to take this opportunity on behalf of all of those who took part, to thank Paul Collins for his organising efforts. It takes a lot of work to put these events together, fortunately, Paul enjoys doing it. He has already volunteered to put together a competitive rally for our 50<sup>th</sup> Anniversary celebrations next year. I'm looking forward to it already.

Whilst on the subject of the anniversary, I'm still looking for ideas, photos or anecdotes from the last 50 years to display or regale during the events next year. Some of you must have some memory neurons still working! Have dig through your photo' collections and see what you can find.

The villa renovations are going well and even though at this point it is not painted or recarpeted, it is looking brighter.

One of our newer members, James Liu, works for Harcourts. He was asked to find some volunteers to drive a few people up to Gibbs Art Farm for one of their open days. Five cars turned up and we had a nice run from Dairy Flat to the farm which was appreciated by our guests. Martin Cooper has given a donation to the club. A nice bit of PR for us.

Now is the time of year that we get asked to take part in Christmas Parades. So, polish up your cars and get your Santa hats out.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

Phone: 027-499-5588

Email: 29tony66@gmail.com



*Open-air smoko during renovations.*

Having spent many a misty memory on rugby tours I was always taught that “What goes on tour, stays on tour”, but in this article I am fighting my own instincts and writing a report of our fantastic 2022 Spring Tour.

During my career I was also taught, in written and presentations and articles like this, to “Tell ‘em what you are going to tell ‘em, then tell ‘em and then, tell ‘em what you’ve told ‘em”. So in this article I will tell you that the people, the cars, the route, the hotels, the craic and the visits were all amazing and that everyone had the most wonderful time.

**Friday:** The tour started at our clubrooms as we assembled at 8.30 and route instructions were distributed. In all we had 23 cars on the tour although a couple of those joined us enroute. There was a nice mixture of vehicles, about half were moderns and the remainder were 60s/70s with one '38 packard, one Model A Ford and a rather splendid Ford Prefect Tourer from the early 1950s. My co-driver on the tour was Owen Sturgess, and although he didn't actually drive the MG, he navigated and plotted ways to tease Paul Collins about the instructions.



*Te Hana Te Ao Marama centre*



*One of three MGB-GTs on Tour*

Our initial route took us along Oteha Valley Road, up Albany Hill, Dairy Flat Road and over the SH16, which we followed up to Wellsford. The locals all found that very simple although a few visitors slipped up because the old roundabout at the bottom of Masons Road had been replaced by traffic lights, since Paul wrote the directions. Apart from that little hiccough we all made it to Wellsford and up SH1 to Te Hana where we stopped at the Te Hana Te Ao Marama centre for a nice hot coffee and some excellent freshly baked scones with jam and fresh cream.

On leaving Te Hana we soon turned right onto Mangawhai Road through to Mangawhai, Langs Beach, Waipu and onto SH1 for a few kms. When we left Mangawhai, Owen started to tell me about his family links to Scotland and how his ancestors were some of the early settlers to join the Reverend Norman McLeod in Waipu.

I had quite a history lesson until we pulled into La Nonna Bakery for the obligatory Steak Pie and something for our picnic lunch. A little further along SH1 we turned left along SH15 and then at Maungatapere we turned right on to SH14 towards the Northland Branch clubhouse. Now here's



*Impressive clubrooms in Whangarei.*

the thing ..... there are no signs on the road for the Northland VCC. Eventually, as we were almost at the Whangarei Basin, we admitted that we were lost and we switched on 'Doris' (my SatNav). The next 10 minutes following Doris's directions were hilarious as Owen tried to engage Doris in conversation and indeed break her concentration. Every comment made by Doris was met by a tirade of questions and comments. By the time we arrived at the clubhouse my sides were aching from laughter.



*Tourists in Whangarei.*



*Oops "Motorhomes Only".*



*Should polish up nicely.*

The Northland Branch HQ is very impressive, with very large club rooms, a good size garage and a spares shed packed with goodies. Their garage is loaded with a number of trucks and a few cars. It struck me that all the branch-owned vehicles were Veteran or Vintage. The branch members were very welcoming to us. On leaving Whangarei we travelled north on SH1 to Kauri, whereupon we turned left on an arcing route to re-join SH1 at Huckerenui and Jack Morgan's Museum. The museum was basically a settlers' lifestyle museum with plenty of early European artifacts, tools and equipment.



*Jack Morgan's Museum.*



*Gerald Lightbourne faces down my camera.*



*Andrew Lunt's Datsun 180B SSS.*

Jack Morgan's being our last visit of the day we all jumped back in our cars and headed to our motel in Kerikeri. Conveniently situated just one street off the main centre, we were all very comfortable and well served at our evening meal with a sumptuous buffet at the co-located Sports Bar & Diner.

The journey and interpreting navigation instructions had taken their toll on Owen and we felt it appropriate to go out before dinner and find a craft beer outlet in the main town. We settled on a bar called "Ferment", which at 5pm on a Friday was very busy. Thankfully we spotted a small bar table with only a single occupant who was none other than ex-minister of Maori Affairs, Dover Samuels. As you can imagine Dover was extremely interesting and witty. After two or three small beers we headed back over to our motel and joined the gang for dinner.

**Saturday:** Up bright and early for the 'full works' breakfast prior to visiting Kerikeri Markets, the



*Parking confusion at the motel:*



*Rainbow Falls,*



*Paul and Owen discuss rally instructions.*

Stone Store and Rainbow Falls. We then left Kerikeri and headed over to Matauri Bay... What a beach and fabulous drive. After leaving Matauri Bay we could either head back to SH10 or shoot over the hills to Whangaroa. We managed to catch a quick glimpse of Mike and Kay Garner in their Capri, but they were soon lost from sight leaving only black tyre marks and frightened locals in their wake. After a quick stop, we drove over to Totara North to try and find an old Ford V8 that Owen remembered from years ago. His search was unsuccessful.



*Tourists relax and admire the beautiful Matauri Bay*



*Capri and MG at Whangaroa*



*Owen on a V8 hunt.*



*Ford Anglia Tourer, Renault Caravelle and a Ford Escort heading to Totara North.*

Onwards then for lunch at the Mangonui Fish shop. There were around 14 of the gang eating lunch. Delicious food as usual, although I was shocked with the amount of food that Owen managed to eat! After lunch we were scheduled to visit the sheds belonging to Far North Chairman Winston Matthews.

Unfortunately Owen and I missed the instruction that Winston wouldn't be back until 3pm ..... we arrived at 2.15, waited 5 minutes and then headed onwards to our motel in Kaitaia. Dinner that evening was probably the best on tour and served at The Beachcomber Restaurant, just across the road from our hotel.

Part 2 of this report is included later in this edition.



*Paul Collins' Humber in front of Jack Nazer's Jaguar XI.*



*Stone Store, Kerikeri*



*Whangaroa Harbour*

**Summary:** Tatra is a Czech vehicle manufacturer from Kopřivnice. It is owned by the *Tatra Trucks* company, and it is the third oldest company in the world producing cars with an unbroken history. The company was founded in 1850 as Ignatz Schustala & Cie, in 1890 renamed in German Nesselsdorfer Wagenbau-Fabriksgesellschaft when it became a wagon and carriage manufacturer. In 1897, Tatra produced the first motor car in central Europe, the *Präsident* automobile. In 1918, it changed its name to Kopřivnická vozovka a.s. and in 1919 it changed from the Nesselsdorfer brand to the Tatra badge, named after the nearby Tatra Mountains on the Czechoslovak-Polish border (now on the Polish-Slovak border).

During World War II Tatra was instrumental in the production of trucks and tank engines for the German war effort. Production of passenger cars ceased in 1999, but the company still produces a range of primarily all-wheel-drive trucks, from 4x4 to 18x18.

**Early years:** Ignaz Schustala (1822–1891), founder of the company "*Ignatz Schustala & Comp*" in Kopřivnice, started the production of horse-drawn vehicles in 1850. In 1891 it branched out into railroad car manufacture and the company was renamed correspondingly. After the death of Schustala, von Röslerstamm took over running the company and in 1897 he bought a Benz automobile. Using this for inspiration, the company made its first car, the *Präsident*, under the direction of engineers Hans Ledwinka and Edmund Rumpler, which was exhibited in 1897 in Vienna. Orders were obtained for more cars, and until 1900, nine improved cars based on *Präsident* were made. The first car to be totally designed by Ledwinka came in 1900 with the Type A with rear-mounted 2714 cc engine and top speed of 40 kilometres per hour (25 mph), 22 units were built. This was followed by the Type B with central engine in 1902 but then Ledwinka left the company to concentrate on steam engine development. He returned in 1905 and designed a completely new car, the Type S with 3308 cc 4-cylinder engine. Production was badly hit in 1912 with a 23-week strike and Hugo Fischer von Röslerstamm left the company. In 1921 the company was renamed to "*Kopřivnická vozovka*", and in 1919 the name Tatra was given to the car range. Leopold Pasching took over control and in 1921 Hans Ledwinka returned again to develop the Tatra 11.



1897 Tatra Präsident



1923 Tatra 11

The new car, launched in 1923, featured a rigid backbone tube with swinging semi-axles at the rear giving independent suspension. The engine, front-mounted, was an air-cooled two-cylinder unit of 1056 cc. In 1924 the company was renamed to "Závody Tatra".

The Tatra 11 was replaced in 1926 by the similar Tatra 12 which had four-wheel brakes. A further development was the 1926 Tatra 17 with a 1,930 cc water-cooled six-cylinder engine and fully independent suspension. In 1927 the company was renamed "Ringhoffer-Tatra".



1926 Tatra 17.

Tatra's specialty was luxury cars using the most recent technology, going from air-cooled flat-twins to fours and sixes, culminating (briefly) with the OHC 6-litre V12 in 1931. In the 1930s, under the supervision of Austrian engineer Hans Ledwinka, his son Erich and German engineer Erich Übelacker, and protected by high tariffs and absence of foreign assemblers, Tatra began building advanced, streamlined cars after obtaining licences from Paul Jaray, which started in 1934 with the large Tatra 77, the world's first production aerodynamic car. The average drag coefficient of a 1:5 model of the fastback Tatra 77 was recorded as 0.2455. It featured (as did almost all subsequent big Tatras) a rear-mounted, air-cooled V8 engine.



1934 Early Tatra 77 prototype.

Both Adolf Hitler and Ferdinand Porsche were influenced by the Tatras. Hitler was a keen automotive enthusiast, and had ridden in Tatras during political tours of Czechoslovakia. He had also dined numerous times with

Ledwinka. After one of these dinners Hitler remarked to Porsche, "This is the car for my roads". From 1933 onwards, Ledwinka and Porsche met regularly to discuss their designs, and Porsche admitted "Well, sometimes I looked over his shoulder and sometimes he looked over mine" while designing the Volkswagen. There is no doubt that the Beetle bore a striking resemblance to the Tatras, particularly the Tatra V570. The Tatra 97 of 1936 had a rear-located, rear-wheel drive, air-cooled four-cylinder boxer engine accommodating four passengers and providing luggage storage under the front bonnet and behind the rear seat. Another similarity between this Tatra and the Beetle is the central structural tunnel. Tatra launched a lawsuit against Volkswagen for patent infringement, but this was stopped when Germany invaded Czechoslovakia. At the same time, Tatra was forced to stop producing the T97.



1934 Tatra 97. Note the familiar Beetle style.

The matter was re-opened after World War II and in 1965 Volkswagen paid the Ringhoffer family DM 1,000,000 in an out of court settlement. Tatra and Volkswagen's body design were preceded by similar designs of Hungarian automotive engineer Bela Barenyi, whose sketches resembling the Volkswagen Beetle date back to the 1925. *(Editor: There's nothing new in this world)*

**WW2:** After the 1938 invasion of Czechoslovakia by Nazi Germany, Tatrás were kept in production, largely because Germans liked the cars. Many German officers died in car accidents caused by driving the heavy, rear-engined Tatrás faster around corners than they could handle. At the time, as an anecdote, Tatra became known as the 'Czech Secret Weapon' for the scores of officers who died behind the wheel; at one point official orders were issued forbidding German officers from driving Tatrás.

**Post War and Iconic Vehicles:** The Tatra factory was nationalised in 1945 almost three years before the Communist Party came to power and in January 1946 was renamed "Tatra Národní Podnik". Although production of pre-war models continued, a new model, the Tatra 600 Tatraplan was designed: the name celebrating the new Communist planned economy and the aeroplane inspiration. It went into production in 1948. In 1951, the state planning department decided that the Tatraplan should henceforth be built at the Škoda plant in Mladá Boleslav, leaving Tatra free to concentrate on trucks, buses and railway equipment. In 1953, amid much dissatisfaction among Communist party leaders with the poor-quality official cars imported from Russia, Tatra was again given permission to produce a luxury car, the Tatra 603. Much like Tatra's pre-war cars, it was driven by a rear-mounted, air-cooled V8 and had the company's trademark aerodynamic styling. The Tatra 603 initially featured three headlights and the first prototypes had a central rear stabilising fin, though this feature was lost on production vehicles. It was also fitted with almost American-style thick chrome bumpers with bullets. Almost entirely hand-built, Tatrás were not available for normal citizens as they were not permitted to buy them. The cars were reserved for the Communist Party elite and industrial officials, as well as being exported to most other communist nations as official state cars.



1948 Tatra 600 (Tatraplan)



1967 Tatra 603



1967 Tatra 603. Worth another photo.

Notably, Cuban President Fidel Castro had a white Tatra 603, custom-fitted with air conditioning. Tatra 603s were built until 1975, a twenty-year reign as one of communism's finest cars. Numerous improvements were made during its production run, although not all vehicles built were actually new but rather reconditioned. In exchange for a newer model year car, the older vehicle was returned to the factory. There, it was upgraded to current model year specifications, refinished, and sent out again as a putatively new vehicle to replace another older T603. This makes it difficult to trace the history of surviving vehicles.

**End of the line:** In 1968 a replacement was developed: the Tatra 613. It was styled by the Italian styling house of Vignale and was a more modern, less rounded shape. It was not until 1973 that the car went into production, and volume production did not begin until the following year. Although the layout remained the same, the body was all new, as was the engine, which was equipped with four overhead camshafts, a higher capacity motor (3495 cc) and an output close to 165 bhp (123 kW; 167 PS). In addition, the engine had been moved somewhat forward for improved balance. These cars were built in five series and went through several modifications until production ceased in 1996. Over 11,000 cars were built, and sales slowed to a trickle of just a few dozen per year towards the end of production as Tatrads began to seem more and more outdated.



*1976 Tatra 613. (Yea-Nah)*

**Trucks:** Tatra were and continue to be a significant truck manufacturer. Their first truck (a flatbed) was produced in 1898. Tatra continued to make trucks for many years, albeit the company has changed hands a few times in more recent years. As might be expected with their location in Eastern Europe their production line was significantly influenced by military demand through both world wars and the requirements of the Soviet Union.



*On the right we see a re-creation of a Tatra truck from the late 1800s.*

*On the left we have a latev 1930s Tatra T93 built for the Romanian army*



# Upcoming Events: Events through to Christmas.

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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.

## October

**October 14, 15, 16:** Top of the South Targa

**October 23:** (NB This is the **4th** Sunday in October) Treasure Hunt and lunch on the Whangaparaoa Peninsula. Meet at Hibiscus Coast Station Park and Ride, Silverdale ready for a staggered departure from 11.00 am.

## November

**November 20:** Vauxhall Collection Raid and BBQ.

**November 30:** Auckland Branch Midweek Tourers from Westgate to Wenderholm Picnic: (Leave Warehouse Carpark 10 am).

## December

**December 16:** Christmas Event: TBA.

## Future Events:

**Brits at the Beach:** Whangamata, February 10-12: [www.britsatthebeach.co.nz](http://www.britsatthebeach.co.nz)

**British and Euro Show:** Loyd Elsmore Park, Pakuranga: March 5: [www.briteurocarshow.nz](http://www.briteurocarshow.nz)

## 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.

John Castle is coordinating our programme of club runs over the next year and would welcome any suggestions, recommendations or ideas for suitable runs. Please contact John directly if you have any suggestions. Email: [jmcastle@xtra.co.nz](mailto:jmcastle@xtra.co.nz)

The club fully supports the latest government guidelines on Covid and your personal protection. Members are asked to ensure their own safety and respect the choices of others as we continue to fight Covid.

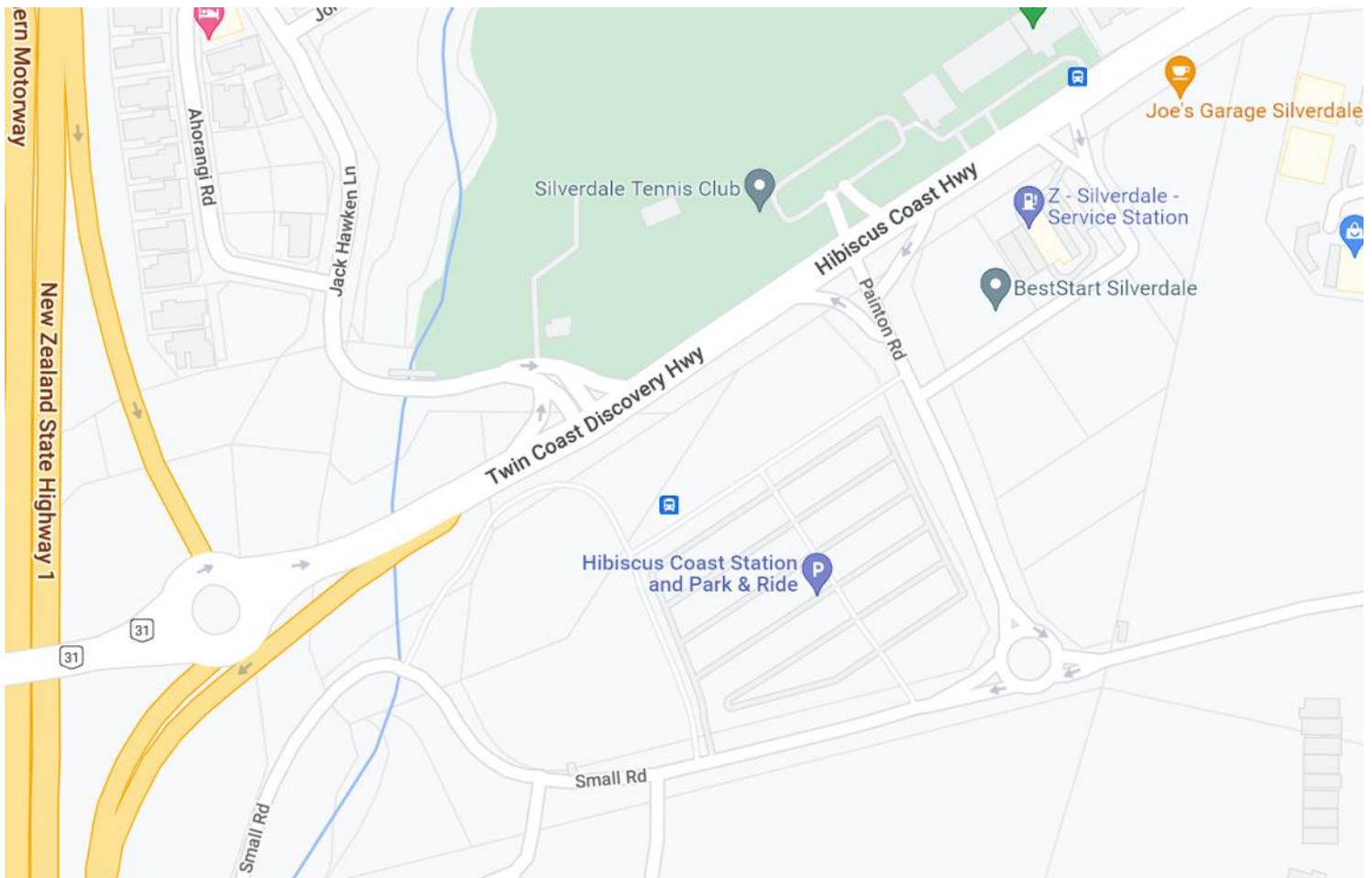
# October Club Run: Sunday 23rd October, Treasure Hunt on Whangaparaoa beaches.

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On Sunday 23rd October we have organised a slightly different style of run from those that we have held recently. There will be a simple set of navigation instructions to guide you to the various beaches of Whangaparaoa. Along the way you will be required to answer a series of questions that will test your observation, general knowledge and cryptic skills. The run will end with lunch at a very nice venue, with impressive views and a varied menu offering a range of options from light snacks, traditional favourites and a few more exciting dishes.

We will meet at the Hibiscus Coast Station Park and Ride, (just off SH1 Silverdale exit) ready for a staggered departure from 11.00 am. The bus station has a very large car park, toilets and is accessed via Painton Road and Small Road (see map below). The junction between Twin Coast Highway and Painton Road is controlled by traffic lights, so no tricky right turns required. If you arrive early then the nearby “Container Café” or “Joe’s Garage” both provide excellent teas and coffees.

Please gather at the top end of the car park (near the exit/entrance). The park will not be busy on a Sunday.



*Hibiscus Park and Ride Station, Silverdale.*

## More by luck than judgement: Prime advertising spot.

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The new Northern Corridor bus lane has opened a new opportunity for the club to promote ourselves. Previously our sign on the northern paddock had only been visible to the eagle eyed motorist queuing at the lights on the SH1 southbound exit ramp. A couple of months ago however I received a comment from our son. Practically at the same time, fellow committee member Andrew Lunt received an identical comment from his daughter. They both remarked how the southbound NX1 and NX2 bus services passed within 20 metres of our sign ... but that sign gave no numbers or contact details. With such unanimous direction, we decided that something needed to be done about the situation.

Andrew's daughter and our son (unknown to each other) travel into the city from Albany on the Northern Express NX1 service. On leaving Albany station that service heads over the new bridge over the motorway and turns right past our boundary and runs along the new bus lane. At the point of turning right, our club sign on the northern paddock is very close to the bus.

Both offspring commented that the sign looks good, but both savvy to the way of modern advertising asked, "How do we contact the club? There is no Instagram Account, no Twitter account or EVEN an old fashioned website address. Unable to understand some of this terminology, we at least understood website and thus decided we could add something to the sign. At this point we enlisted the local knowledge of Arnold Van Zon who with a few phone calls organised an addition to the sign. Arnold and I upgraded it a week or so ago and then persuaded me to pose for the "Da Daa" moment. Now everyone taking the bus from Albany knows how to reach us.



*Left: The original sign as seen from the bus.*

*Above: The sign with the new addition pointing to our website.*

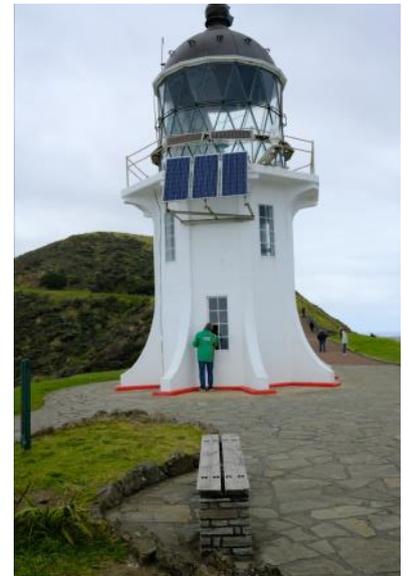
## Spring Tour Part 2: The Cape and Dargaville.

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**Sunday:** I woke on Sunday morning to find a pair women's black lacy nikkaks wrapped around the badge emblem of the '38 Packard parked next to the MG. I thought it best not to ask any questions. Sunday was our day to visit Cape Reinga. After a quick stop at the Awanui Dairy to



*Paul at the Cape.  
The Lighthouse.  
Andrew Lunt cleaning windows.*



pick up a pie for breakfast and a sandwich for lunch, we headed up the road for the Cape. There was a chill wind but the weather was fine and the road was fabulous. We all arrived safely and most of us took the 500m walk from the car park to the light. When Owen and I arrived at the light we found Andrew Lunt polishing the windows of the lighthouse and Paul Collins charging folks to take photos with him at the signpost. (Andrew later explained that he was removing graffiti).



*Cars at the Cape*



*Tourists parked at the Cape.*



*The Crazy Gang*

On leaving the Cape we headed down to Tapotupotu Beach for our lunch. That little side trip marked the first occasion that I have ever driven the MG on a metalled road. About halfway back from the Cape we stopped for an ice cream and I decided to pull away with the handbrake on... Whoops! They were new shoes and needed bedding in anyway. One more quick stop at Houhora Heads to kill some time and then off to another set of sheds filled, this time, with amazing Ford trucks and cars.

# Spring Tour: Part 2 Onwards to Dargaville.

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*Ferry Fun,*

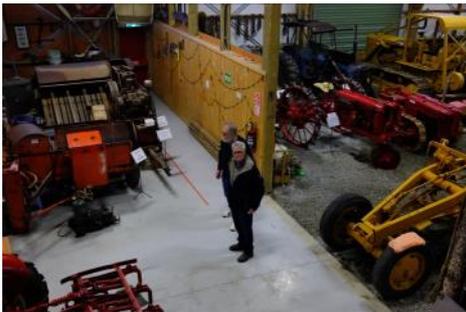


*I've seen a Trekker in this colour.*



*MG hunts down a Model A,*

**Monday:** After another pleasant meal we hit the road for a cruise south through Ahipara, Herikino and Broadwood to Kohukohu and the Hokianga ferry over to Rawene. Things went a little awry at the ferry as we found that a small party had missed the instruction that all ferry tickets had been pre-paid and they went across without waiting for the rest. There was also some jostling (almost ungentlemanly conduct) boarding the ferry, but despite that we all



*Dargaville Machinery Museum.*



*Jim Woonton remembering an upholstery career.*



*Fordson E83W Barn Find.*

reached the other side in good humour. From Rawene we travelled across to Opononi for a Fish and Chip lunch. Whilst in Opononi, Owen found a very good looking Fordson E83W in the back of a shed.

After lunch we drove down through the Kauri Forests, although I decided to not stop and see Tane Mahuta as Helen and I are driving up that way again in a couple of weeks. We drove straight to the Dargaville Machinery museum and then to the Hobson's Choice Motel, for our



*Massive dining table.*

last overnight stop in Dargaville. I did wonder if the motel owners were aware of the irony in that name. Dinner with Dargaville based members of the Northland VCC at the Northern Wairoa Hotel was very good. I cannot recall seeing a dining table quite so big. Paul Collins gave his final address, thanked everyone for their participation and Neil Beckenham replied, congratulating Paul for a fabulous tour and thanking him for his efforts on our behalf.

# Spring Tour: Dargaville Rail cars and home.

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**Tuesday:** Owen and I were not booked for railcars and so we just called in at the station to say our goodbyes. On the way south we went to see a local collection of mostly Ford V8s and honour an invitation given on the previous evening.



*Railcars speeding along.*



*Jim Masson and Gerald Lightbourne contemplate driving a vehicle with no steering wheel.*

And then we were away down to Wellsford, onto SH16, over Peak Road, to drop Owen off at the Westgate Mall. Thanks again to Paul for all his efforts in organising a fabulous tour. Here are a final few photographs.



*Northland branch trucks.*



*Blue Bedford spotted on tour.*



*Northland Spares Shed.*



*Impressive barrel nose Ford.*



*A big lens needs a big table.*



*Houhora Heads. Far North.*

As promised in my introduction to this report way back on Page 4 to “Tell ‘em what you are going to tell ‘em, then tell ‘em and then, tell ‘em what you’ve told ‘em”. Thus in this article I have told you that the people, the cars, the route, the hotels, the craic and the visits were all amazing and that everyone had the most wonderful time.

Start making your plans to get along to our 2023 Spring Tour.



# Sunbeam comes to Masons Road. The NZ

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## Sunbeam owners club visit NSVCC.

Sunbeams can shine anywhere and today (29th September) they shone as they visited Masons Road on their rally from Cape Reinga down to Bluff. Ray Sanders, who we know as chairman of the Northland Branch of the VCC, is also chairman of the Sunbeam club (glutton for punishment perhaps) has organised the overall tour and liaised with Barry Larman (a member of our branch) to set up the visit.

The Sunbeam team arrived around 11.00 for teas and coffees and then were shown around our sheds by Tony Sparkes and Peter Lloyd. Naturally our facilities impressed the Sunbeamers (or at least they said that they were impressed).



Here are a few photos taken on the day.

*Right: Peter Lloyd explains the geography of our place.*



*Interesting line-up, and the V8 burble of the Maserati was quite unique.*

*With two rather nice Sunbeam Alpines in the fleet the rally is sure to turn heads all the way to Bluff.*



# September 2022 Committee Notes.

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**New Members:** Jack Hjorth and Murray Brown (Transfer from Marlborough)

**New battery for lawnmower:** Has been approved.

**50 year celebrations:** A number of members have offered to assist with the 50 year celebrations. Anyone interested or those with ideas please contact Richard Bampton or Andrew Lunt.

**First Aid Kit:** A new first aid kit has been approved.

**Clubrooms progress:** An update of the works to date was provided. The clubrooms will be available for use while awaiting painting and carpet installation.

**Website Address:** Our website address has been placed on the sign located on the lower field.

**New Shed Drain:** A drain across the front of the new shed is still being finalised. Needs to be very heavy duty to take the weight of the bus and fire engine.

**Billboard Advertising:** A suggestion to have billboard advertising for the road side of the shed is being investigated.



*If proof were needed. We made it to the Cape, albeit a little cold and blustery.*

*Trish and Bruce Pitcher were so relieved that their 'Classic' Toyota made to the Cape, that they couldn't resist a celebratory disco dance.*

*"Night Fever, Night Fever..."*



# About Us

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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:** Tony Sparkes 09-473-5872 or 027-499-5588

**Vice-Chairman:** Terry Flude: 021 958 678

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