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**Progress: The monthly journal of the North Shore
Vintage and Classic Car Club**
August 2024

What is this?



Abbott-Detroit



1917 Abbott-Detroit 6-44 Speedster



Abbott-Detroit 1913



(1912) Abbott-Detroit Model
44 Touring

See
historical
time line for
more
information

Well we survived our first Newsletter. A huge learning curve for someone who has not done something like this before, learning how to use a publisher program. It certainly keeps the brain active when you are learning something new. One published we can only improve in future editions. I would like to thank Stuart, Tony and the contributors for their assistance to enable me to get July's issue out.

In this issue I have come to grasp with publishing a magazine more and I still see room to improve, something to work on. I also plan to have another couple of headings so we can fill our magazine with interesting stuff about positions in the club and our members. Again I will be coming knocking for information.

Remember if you have something you would like to share with the club please do forward to me to put in the magazine. It can be just in email with accompanying photos and I can format into the magazine. if you are asked to do a write up , don't be shy as I would like to have a large network of people to call upon so as not to use same people all the time. My email is wadeyboy@xtra.co.nz

My wife and I attended our first outing as members of the North Shore VC Club on the run out to Shelly Beach though we had a clash with the NIMAFC which also had a run in the Riverhead area on the same day. However I wanted to attend the VCC run so I informed the organizers of the NIMAFC and made arrangements to catch up with them later on . All round we had an enjoyable day and pleased we made the effort.

Last Wednesday night I attended the Wednesday night Natters and had a relaxing time meeting other members and chatting. We are looking forward to the movie night on Wednesday 14 th August. See the advertisement in the magazine.

Thank you to all who have contributed items to input into this edition, as it is you who keep the magazine full. If you have supplied something and it is not here, that's okay as it is already in the next edition. Thank you from your Editor.

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Hello Members,

It's going to be brief and to the point this month. We continue to battle the Auckland Transport – NZTA bureaucracy: Auckland Transport – NZTA Whaka Kotahi – Te Tupu Ngatahi – Supporting Growth. Some of their evidence, given by “expert witnesses” (which carries certain legal requirements for honesty and impartiality amongst others), was factually wrong, false, and purposely set to mislead the Commissioners.

Even then, it was after the Commissioners' Hearing had finished that we discovered that these people had changed part of their submission to the Commissioners (dated 17 June 2024) from what they had advised us on 30 April 2024. This changed and inaccurate material was buried in the hordes of documentation which is “freely accessible” on the Auckland City Council website. These documents have no search engine ability so it is akin to someone dumping 50 boxes of paperwork on your floor and leaving you discover that half a dozen sheets in there might be of interest to you. We have attempted to send a message to the Commissioners to comment on all of that.

We are back to dealing with the same people who have been irking us for the last year and more. How that will go is anyone's guess. A couple of false statements came to the fore from them in our meeting at the clubrooms on 25 July 2024.

To sum up: a quote from Elena Gorokhova, A Mountain of Crumbs

“The rules are simple: they lie to us, we know they're lying, they know we know they're lying, but they keep lying to us, and we keep pretending to believe them.”

Except in our instance we are trying to get to the truth.

John Higham

Another Model A Ford



NOTES OF COMMITTEE MEETING 29 July 2024

NOTES OF COMMITTEE MEETING 29 July 2024

New Members: Geoff Howard
Jeremy Fafra
Daniel Greyling
Linton Gemmell
Grant Barry (transfer)
Harvie Ferguson
Alexander Ferguson

Notes: Battery Chargers – The committee is currently investigating the use of battery chargers in the storage shed to ascertain the level of risk of fire.

Storage Agreements – The current agreements need to be edited and reduced in some areas. Battery charger usage will also be included.

NZMCA – Considerable time was spent discussion the pros and cons of continued negotiations with NZMCA over a motor park lease agreement only to receive an email the following day from them advising that they have withdrawn their proposal entirely.

Car Park/Storage proposal – A separate proposal has been put forward regarding managing/establishing our own storage facility in the upper car park. Some costings have already been proposed and further is needed in this regard. One suggestion was that some other entity does the work, like Wilsons Parking and we take a royalty

Workshop Tools – An updated asset register is being prepared for items and tools valued at over \$500.00. These will be included in our financial reports. We will also take photos and serial numbers of the items recorded.

Citroen Car Club – The Citroen Car Club seeks visit to the car club on Sunday 15 September 2024 and this has been approved in principle.

Defibrillator Training – An updated training course is to be held at the cost of \$350.00 plus GST for a group of 20 members the group. The training will be advertised in the Progress.

Spring Clean Day – A Spring cleanup has been suggested for one Saturday once the weather is better, for a ground tidy up day. (Just like the old working bee days).

Museum – Approval was given for the sale of the old reel mower. See below

For Sale Lawnmower

We have an old lawnmower in the museum that does not fit in with automobile memorabilia.

We have not seen it running.

Picture attached to the side.

If you are interested, please call Tony Sparkes,

Phone 0274995588.



**North Shore VCC
Club Captains Report – July 2024
Coming Club Events**

25th August – Daffodil Rally - this will replace our monthly club run. Meet at North Shore Airfield from 9.00am and venue will be Matakana as for last year. Tony is plotting the run for us. I have asked for a couple of buckets so we can do a walk through the village and hopefully attract some donations. I need 3 volunteers to assist with parking at the airfield from 8.15am to assist Dee from Waitemata Branch

20-22nd September Spring Tour – Paul Collins has organised this event to Taumarunui, Forgotten World Highway and Hawera. Entry forms are in the club House and a flyer has been sent to club members.

23rd October (Wednesday) – Bus trip to Hamilton Gardens is now confirmed with Peter who is organising the bus and doing the driving. It was decided this trip will mainly appeal to retirees and being mid-week less busy seemed the preferable option. Lunch will be at the Hamilton Gardens Café and tables have been booked.
17th November – Competitive run on local north shore roads finishing with a picnic or cafe.

19th December – Final Thursday coffee morning session for the Year maybe some Chrissy eats.

22nd December – NSVCC club members only. Xmas special BBQ and Car show organised by JC & Andrew.

No club activities in January, Club house closed.

16th February – Posh picnic Chris Field to organise.

22nd March – Club public open day and BBQ etc

Other

Canterbury Swap Meet at McClean's Island 11th, 12th & 13th October (Myself and Terry Costello with others will be attending)

If anyone is aware of any local car shows, let me know.

Club Outing - Shelly Beach
Sunday Run 21st July 2024
Progress August

Progress
August

We had the All Blacks playing against Fiji the night before with the most shocking NZ Anthem ever heard, so we were looking forward to a bright, sunny day for our monthly run!!! How wrong we were, however, braving the inclement weather were a hardy bunch of 16 people and 9 cars. Only 2 moderns but all the others well enclosed from the elements! Starting from the small puddles at Parakai Hot Pools, we (well, nearly all of us!) followed our instructions to Shelley Beach where we had morning tea with the Kaipara Harbour starting to rough up a little, but a very dedicated fisherman was at the end of the wharf, hoping to catch his dinner! We huddled together in the cold and a little damp with our hot drinks and goodies to eat before heading back to Helensville and their amazing museum. This museum has 6 buildings, all with different themes. A room in one of them dedicated to the 15 people who lost their lives when their wooden framed bus crashed down a 30 metre drop on a very steep section of the Brynderwyns to stop beside a stream on their way back from Waitangi in 1963. As a result of this tragedy, there were no more wooden buses ever built. Another barn was filled with farming memorabilia and very very interesting. One other villa was a dedicated 'olden day' house with some fascinating relics from the past – I then realised how old I was getting when we have some of what was seen in our house!!!! The museum is certainly a must see if you're out in Helensville and they're open.

We spent about ¾ hour there before heading to the old railway station to the Ginger Crunch café for lunch.

It really is a great time to catch up with others from the club, but it seems to be the same ones most of the time. I'd like to suggest that, no matter what the weather, put your gear on, take an umbrella, get in your cars and come on a fun run with us!!!

Regardless of where we go, it's just a great time for companionship and getting to know club members who you don't spend a lot of time with. I'm not just talking the men, but the wives/partners as well. We all have cars as a talking point, but do you know much about others in the club?? If not, make the effort.

Looking forward to the next one!!!

Barb Stubbs



*Eds note- great enjoyable day out, felt really welcome though in modern ,enjoyed the company and food.
Thanks to the organisers*

Club Outing Photos Shelly Beach

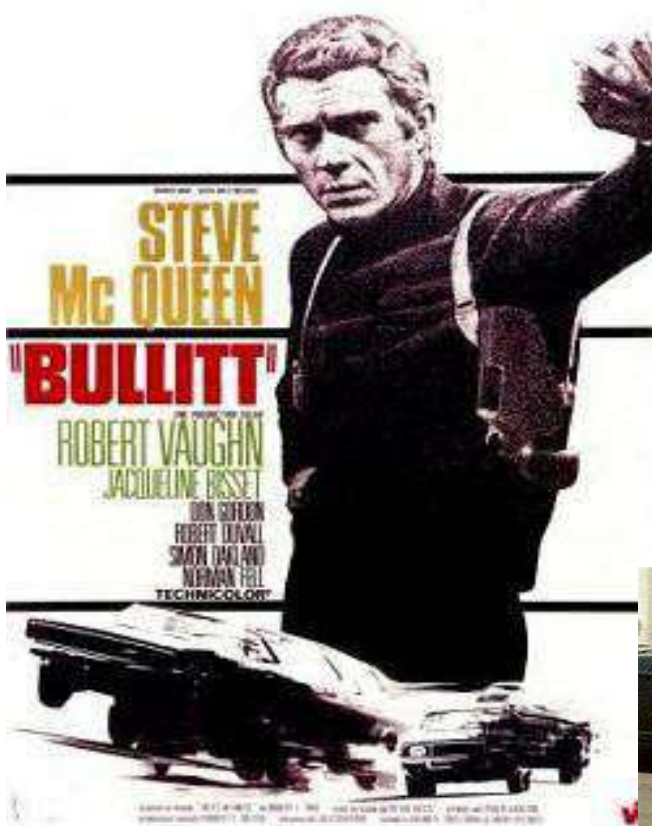




FILM NIGHT

Wednesday 14th August at 7.00pm

Box Office opens at 6.30pm



Full programme,
Including
main feature,
period documentary,
And POPCORN!
BYO beverages



*Best car chase
ever filmed*

Bullitt : You sell whatever you want, but don't sell it here tonight.

Cathy : Your world is so far from the one I know. ...

Chalmers : Lieutenant, don't try to evade the responsibility. ...

Chalmers : Frank, we must all compromise. ...

Bullitt : Look, Chalmers, let's understand each other...

The Abbott-Detroit was an American luxury automobile manufactured between 1909 and 1919. It was designed by John G. Utz, designer of the Chalmers, who had previously worked for Olds Motor Works and the Autocar Company. Considered powerful and well-designed, the Abbott sported a Continental engine. The cars were guaranteed for life by 1913, when electric lighting and starting had been standardized.

The Abbott Motor Company in 1912

Total production for the 1911 model year was expected to be 3000 cars. By 1916, production of these cars had reached 15 to 20 units a day, so the company moved from Detroit to a larger facility in Cleveland. This proved too stressful on the company's finances, and they declared bankruptcy in April 1918

Models

Models that Abbott-Detroit offered included:

34/45 hp (25/30 kW) Fore Door Roadster
Limousine (1913 model)

44/40 hp (33/37 kW) Battleship Roadster

34 hp (25 kW) Model F

31 hp (24 kW) Model L

22 hp (20 kW) Model K

30 hp Fore Door Roadster (\$1500 in 1910)

30 hp Fore Door Demi Tonneau (\$1650 in 1910)

Prices ranged from US\$1700 for the Fore Door to US\$3050 for the Limousine.

Abbott-Detroit	
Industry	Automotive
Founded	1909
Defunct	1919
Fate	Bankrupt
Headquarters	Detroit, Michigan (1909-1916) Cleveland, Ohio (1916-1919)
Products	Automobiles

Dealerships

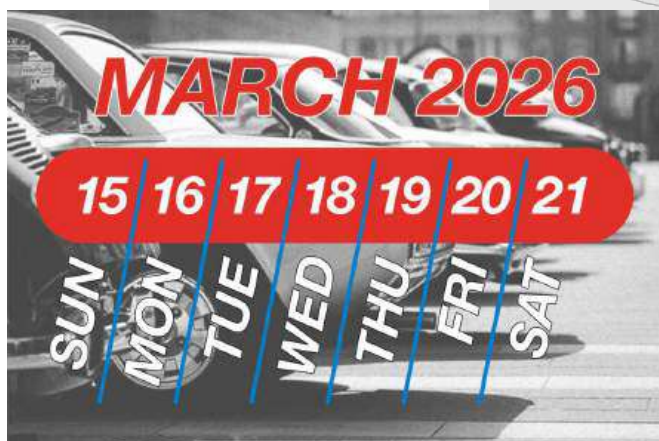
The company opened a dealership in Kansas City, Missouri around June 1910. The newly constructed building was located at 321 Admiral Boulevard, on the southeast corner of Admiral Boulevard and McGee Street. H. F. Worth was the sales manager at the time. His goal was to "place five hundred cars in Kansas, Missouri and Oklahoma.

Local report

The Kansas City Star. 1910-06-19. p. 14. One of the prettiest cars yet to appear in Kansas City arrived last week. It was the Abbott-Detroit, a four cylinder, five passenger car, equipped with magneto and full electric light plant. The tonneau of this car is large and roomy, having a brass foot rest and coat rail. The price is \$1,500. The Abbott-Detroit has many new features. Its designer is John G. Utz, designer of the Chalmers and formerly with the Olds Motor Works and the Autocar. The new car is refined in mechanical detail and finish and rich in the selection of material and equipment. The dash shows refinement of detail, having nothing in sight but the oilfeed and electric light switches. The electric light plant is part of the regular equipment of the car. The car is credited with a speed of from [sic] five to fifty miles an hour. The local branch will place five hundred cars in Kansas, Missouri and Oklahoma, and will be known as the Abbott Motor Car Company. H. F. Worth, as sales manager, will have charge. A new building is being constructed, to be used as salesrooms, at the southeast corner of Admiral Boulevard and McGee Street. It will be finished the latter part of this month. Temporary quarters have been established in the Century Building at 812 Grand Avenue.

Vero International Festival of Historic Motoring 2026

Your Frequently Ask Questions Answered, July 2024.



Dates. When does the Vero International Festival of Historic Motoring start and finish? First day - Sunday the 15th of March 2026 is a half day in the afternoon with time set aside for entrants to register, socialise, and take part in an opening ceremony. Final day - Saturday the 21st is a full competitive day combined with a public display, followed by the Grand Finale in the evening, so those with stamina enough will actually probably finish on the Sunday morning...

Eligibility. Is my vehicle eligible? If your vehicle is VCC club eligible i.e. more than 30 years old, then yes! You do need to get a VIC though - a Vehicle Identity Card - as this is a 'national' event. This is a very straight forward process that one of your branch members will be able to walk you through - if not, get in touch with VCC head office. There's a form to fill out, an inspection to check details and then a few weeks later a wee certificate and a window sticker arrive in the mail. VICs last ten years so think about getting yours done now to avoid a bottle neck in 2026.



If you're bringing a car from overseas there are a few hoops to jump through. We're working on a guide to that and will send that out once it is ready.



Trailers etc.

Will there be somewhere to park a trailer and our tow vehicle?

Yes.

The site is still to be finalised but it is unlikely it will have overnight security so plan to lock your trailer.



Dietary Needs.

Will my dietary requirements be catered for? Yes. We're working with a very experienced caterer capable of dealing with large numbers of people and multiple dietary requirements so we should be able to cater to your needs. The registration form will ask for your dietary needs but if you have something you'd like to check with us now or you feel is out of the ordinary please let Mike know at festivalcomms@vcc.org.nz



Veterans.

Will there be good rally routes suitable for my veteran vehicle? Yes.

Kyra and Jim are working furiously on rally routes and they are very well acquainted with veteran vehicles having experienced the trials and tribulations of rallying their own.

At the other end of the spectrum they are also working on long routes that will keep those in more modern vehicles and/or those with an adventurous streak entertained. The competitive day(s) will also cater to the full range of vehicles we're lucky to see at the event.



Accommodation. Where can we stay?

We've had some great offers from hotels and motels around Nelson Tasman. They have been sent out to pre-registered people in our earlier July Newsletter which you can read here: www.bit.ly/VIFHMstayoffers

All indications are that while it is officially shoulder season in Nelson, there is still some pressure on accommodation availability

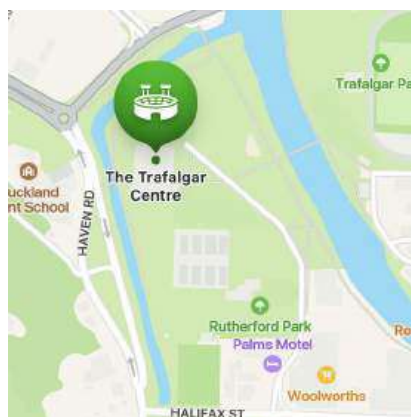
so get in as soon as you can and secure a place to stay.

Venue(s). What/where is the venue?

The rally headquarters will be at the Trafalgar Centre, Nelson's largest venue. Some events are planned to be at other sites but registration, and most of the evening food and entertainment will be there, plus some of the rallies may start from there.

Please keep sending questions to festivalcomms@vcc.org.nz

If you've had a friend forward it to you and you want to be kept up to date leading up to the event please sign up at www.historicmotoring.org.nz - remember to tick the "Sign me up for the newsletter!" box otherwise we can't send you up d



Apple Maps link. Google Maps link.
Best regards,

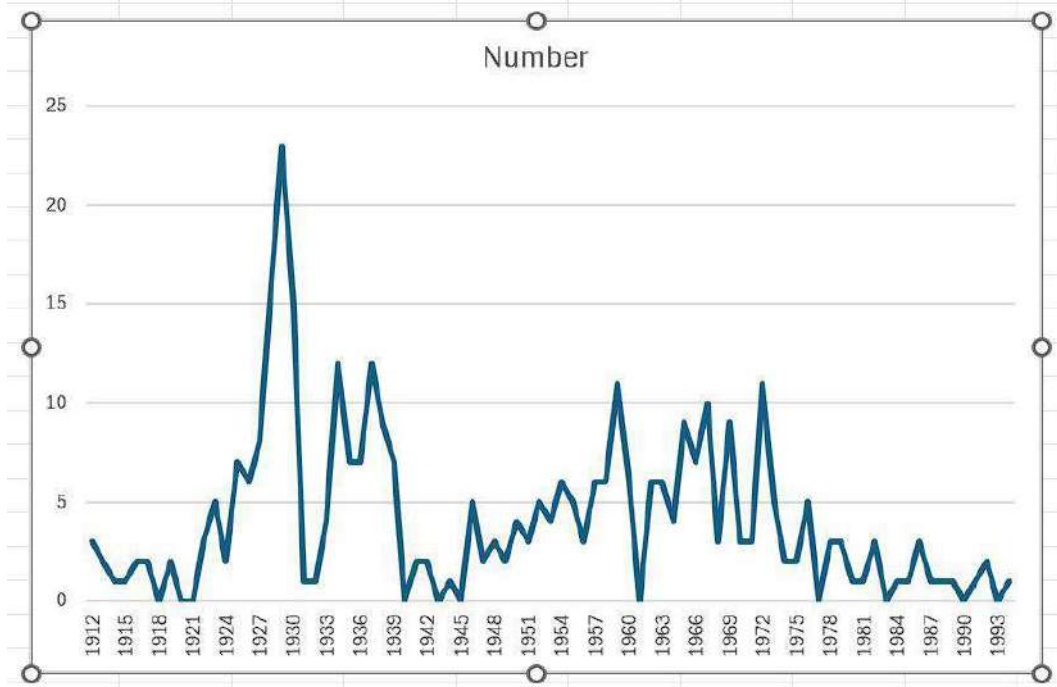
Mike Wilson - Nelson VCC Branch Member
Communications Manager
2026 Vero International Festival of Historic Motoring - Nelson Tasman

The branch receives monthly membership report from Head Office. These come as hulking great spreadsheets full of all sorts of useless information. Normally I just delete most of the columns and give Mike Garner a copy containing names and email addresses so that he can double check and update our membership list.

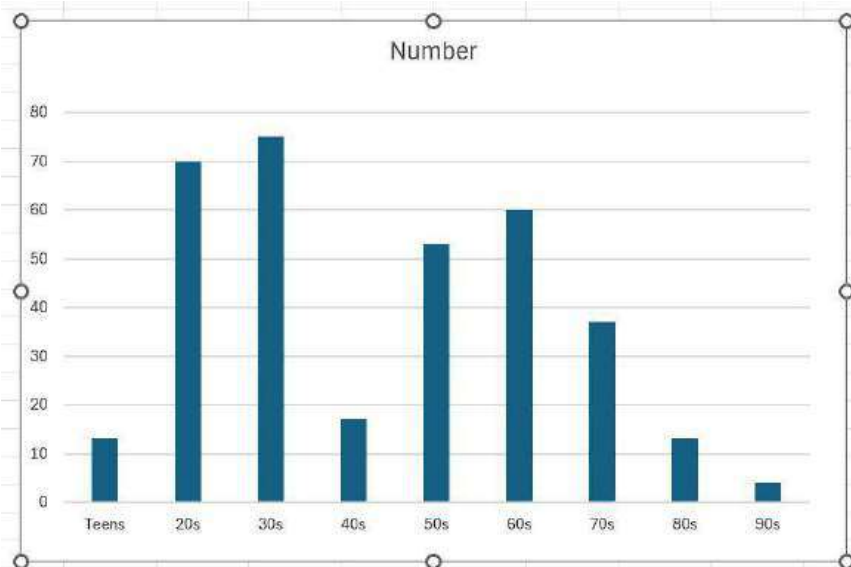
With a little more time on my hand at the moment, I decided to start work on the spreadsheet that gives a list of members INCLUDING the Vehicles and Ages of those vehicles. I wondered if it were possible to do some analysis on the distribution of our vehicles by their age and category.

The first step was to delete and information from 'RED' members. This is how we refer to those members that do not wish their details to be shared with others. So the analysis here does NOT include any vehicle data for our 'RED' members.

So first I have generated a graph displaying the distribution of members vehicles my year of manufacture. You will note the popularity of vehicles from the 30s. We have a few zero years that look a little odd when compared with others. Does anyone have any suggestions as to why we have zero cars from 1920, 1921 1940 and 1945? WW2 clearly had some influence on the 40s but whv the blanks in 1920 and 1921?



With all this data to play with, I was on a roll and the next graph shows how many vehicles from each decade our members own. This in fact is a bit obvious. 20s and 30s are clearly very collectable vehicles (Although heaven know why?). The war decade is understandably low, but we still have a soft spot for cars from our parents era as well as the years of our first cars. My first car was a 1967 Mk 1 Cortina and the car I wanted as an impoverished undergraduate in the early 70s was an MGB-GT. (Many of you will have seen my daily driver now!)



As a branch we don't pay much attention to the formal VCC vehicle categories and so in my next graph I sorted our members' vehicles by the various club categories. Now I know that you all know these by heart, but just to refresh your memories here are the official club class categories:

Veteran Vehicles (VET)

Motor Vehicles constructed prior to 31 December 1918.

Vintage Vehicles (VV)

Motor Vehicles constructed between 1 January 1919 and 31 December 1931.

Post Vintage Vehicles (PVV)

Motor Vehicles constructed between 1 January 1932 and 31 December 1945.

Post War Vehicles (PWV)

Motor Vehicles constructed between 1 January 1946 and 31 December 1960.

Post 1960 Vehicles (P60V)

Motor Vehicles constructed between 1st January 1961 and 31st December 1980, such vehicles to be known as Post 1960 Vehicles

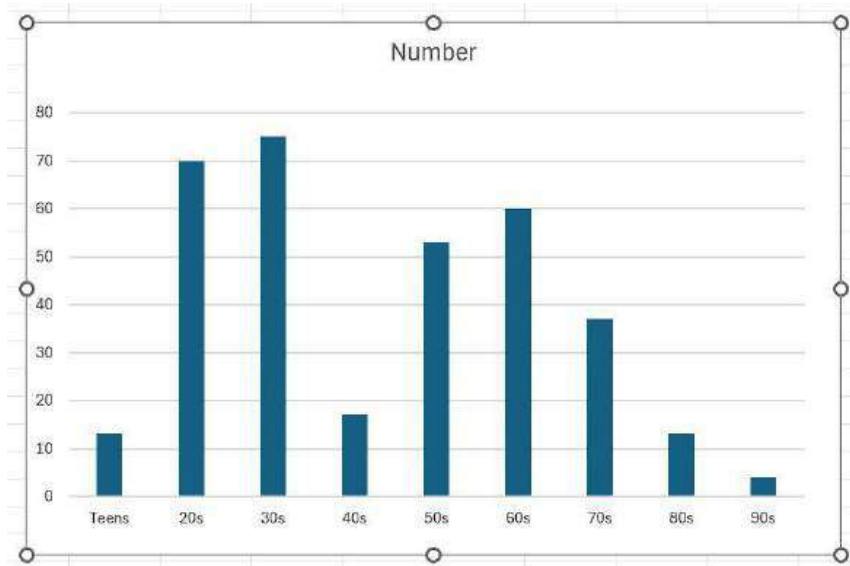
Post 1980 Vehicles (P80V)

Motor Vehicles constructed on or after the 1st January 1981 provided that no vehicle is deemed eligible for this category until the day immediately following the 30th anniversary of its original date of construction.

Post 60s just pip the Vintage class with 3 or 4 vehicles between the two.

Anyway, that's all on the subject for now. I hope the data is of interest; if you have a moment to spare have a think behind the numbers. Why don't we have any 1920 cars? Whys a Vintage so popular as surely none of us are old enough to remember their introduction.

If we get a similar set of data next month I will try and analyse the most popular members' vehicles (by manufacturer). That will surely prove once and for all that Austins really are as unpopular as folks imagine.



Health and Safety at Mason's Road

Work Safe, Play Safe



Need to get my fingers in here, very patient



How does this work I got some stuff to do?



Polisher at work, looks smooth



Concentrating on measurements, got it right



Ah an upholsterer, everyone's friend



I have my back turned on this one, no one can see

Captured by Terry Costello continued



I am all alone in this shed ,no friends



Thankyou for doing the lawn for us



Looks good, you must be proud



Look at this one guys, a talking point



What's over there yonder?



Time for a natter before a cup of tea

Wanted Add

Ford 10 1935 to 39 front seats any condition.
Ph 021648396 email phillip@snookums.co.nz





I am basking in Glory



Don't walk past me, pause and have a look.



Proud gallery, talking point



Been busy and looking good, I have the photos for you Editor but not the story , I have been doing such a good job that the story was forgotten

What is a Maxwell Model LC Tourabout?

By [Douglas Glad](#) July 28, 2024 in [Automobilia](#), [Car Culture](#), [Classics](#)



Maxwell History

If you are reading this you either admired our 1908 Maxwell that is parked in The Sibley Garage in Bennington, Vermont, or you are interested in turn-of-the-century Brass Era vehicles and found us online. Either way, your brass-polishing secret is safe with us. Don't know Maxwell? In 1900, sheet-metal magnate Ben Brisco was looking to cash in on the new and

lucrative automobile craze in his hometown of Detroit, Michigan. Briscoe partnered with former Oldsmobile engineer John Maxwell in 1903 to form the Maxwell-Brisco Motor Company with financial assistance from J.P. Morgan. The first Maxwell was a 2-cylinder, 12-hp roadster-style two-seater called the Tourabout, built in 1905.



Connection with GM and Chrysler

Maxwell isn't completely esoteric or weird. In fact, the company has several connections with car manufacturers that made it through bloodletting of the 1920s. After the success of the 1907 Doctor Maxwell Model H.B. roadster (designed for physician house-calls), Brisco began to expand manufacturing to facilities in the New York area and the Midwest. More importantly, Brisco picked up marketing-guy Carl Kelsey

who made a name for Maxwell when he sent 22-year-old [Alice Ramsey](#) on a road trip from New York to San Francisco, California, in a 1909 Maxwell DA five-passenger touring car. By 1910, Maxwell sales exceeded 20,000 units and was number three in sales, behind Buick and Ford. Alas, market forces and perhaps overreach in terms of growth put pressure on the company, ultimately resulting in the sale of one of the Maxwell factories to William Durant for production of the new Chevrolet line of vehicles in 1912. In 1923 Walter Chrysler arrived with financial backing and became the president of the company. In 1925, the first Chrysler and last Maxwell were built.

The Hemmings Maxwell

In 1947, this 1908 Maxwell Model LC Tourabout was stored in a garage for reasons unknown to science, myth, or that guy at the swap meet selling brass polish out of the back of a van. It didn't come out of hibernation until antique-car appraiser Tom Lloyd was selected to consign the vehicle for sale. Lloyd traveled to the widower's garage and pulled the Maxwell out, loaded it on his trailer and towed it back to his barn behind his 392 cu.in. Hemi-powered

1940 Ford pickup. While the Maxwell was on consignment, the owner's widow died, leaving the car to Lloyd.



At the time, Hemmings owner Terry Ehrich was buying cars for the underground Sibley Museum in Bennington, Vermont and had sent editors to look at buying our now-famous tow truck and noticed the Maxwell in Lloyd's garage. Ehrich bought them both. Today, the 1908 Maxwell Tourabout sits in the Sibley waiting for a Maxwell guy to appear and tell us what to do with it. It has a 14-hp two-cylinder engine and a two-speed transmission and appears to be mostly original. We are

guessing it last ran in 2003.



Modern Micro Car: 2001 Corbin Sparrow

Russ Dixon



Have you been thinking about getting an electric car (most Barn Finds readers probably haven't)? If so, why get a Tesla or some other highly touted vehicle when you could get a Corbin Sparrow? If you like isolation when driving, this would be perfect because it only has seating for one. In nearly new condition with only 642 miles, this 2001 Corbin Sparrow has spent most of its life in a microcar museum and is ready for someone else to have fun with it! When new, these little oddities would set you back close to \$30,000. We're told that you can upgrade the batteries to lithium (at what cost?) and increase the range by up to 50%, but the seller says all the batteries have just been changed on this one, so wait until next time. The wheelbase is a scant 72 inches, the length 96 inches, and the curb weight is but 1,350, not much more than a really heavy motorcycle.



This Sparrow's battery pack is dated December 2023, so it has loads of life left. As does the little car with so few miles. It currently lives with at least three other Sparrows (does that constitute a flock?) in Tickfaw, Louisiana. If you're looking for something to mystify your friends with and have the budget for it, this interesting oddball is available [here on eBay](#). The current bid is \$9,901 but the reserve has yet to be tickled.



What caused the icecream truck to break down? - A Rocky road

Why are pigs bad drivers? - because they hog the road

How do you tell a Car is a good price? - because they are a-ford-able.

How do you tell if a car is from Switzerland? - it remains in neutral

About Us

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)

Editor Progress Magazine: Wade Alexander: 027 272 2130 or wadeyboy@xtra.co.nz

Member's Garage Manager: Kevin Lord 0272350142 or 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

This magazine is published by the North Shore Branch, Vintage Car Club of New Zealand Incorporated, also known as The North Shore Vintage and Classic Car Club.

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