

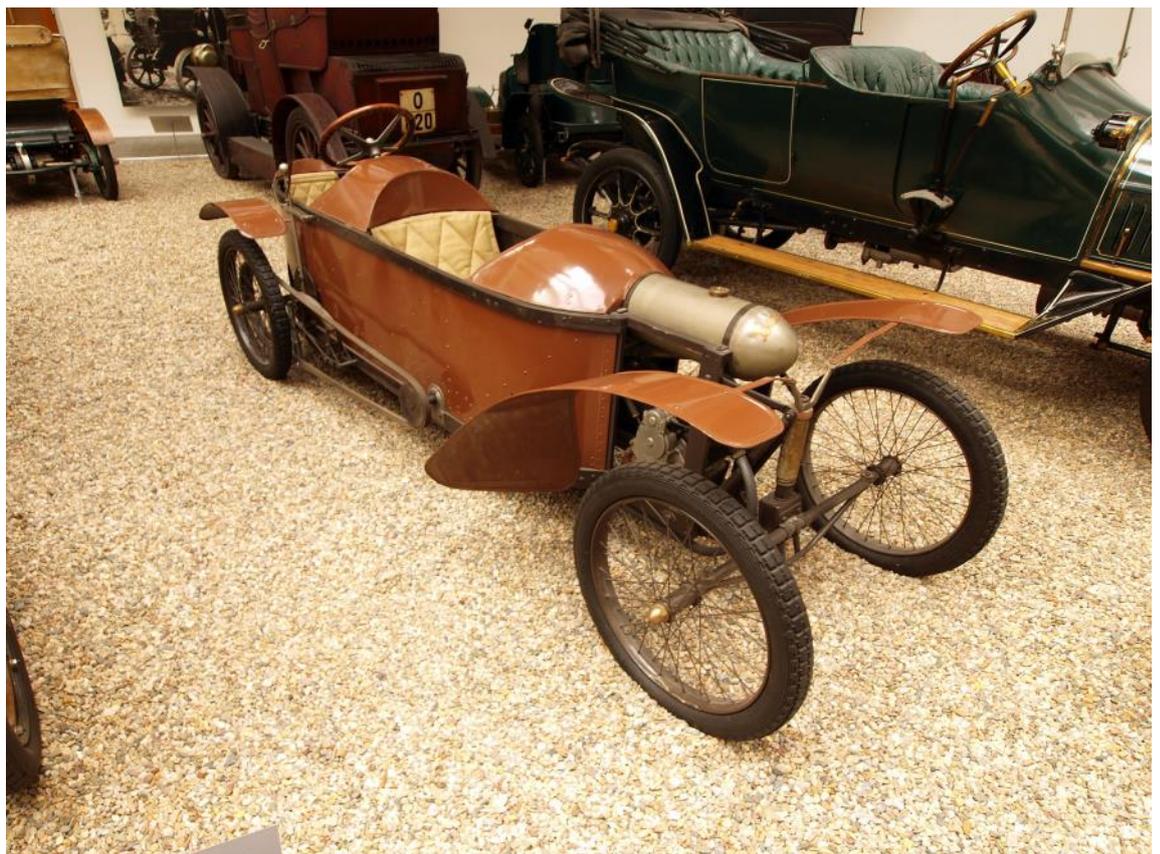


North Shore  
Vintage and  
Classic Car Club

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

# Progress:

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



Hi all. Welcome to the November edition of your Progress magazine. As usual, huge thanks to our regular contributors, you know who you are and your efforts are the foundation of this newsletter. There will be a lot happening at the club over the next two months, so make sure to keep in touch and try and help out wherever possible.

The club refurbishment should be finishing soon, bathroom upgrades, wall paneling and redecoration is now complete and new carpets get fitted early in December. We also are planning to install our new 65inch TV during December. Plans are now firming up for our 50th Anniversary celebrations and preparation for those will keep us busy in February and March. We have a couple of Christmas parades and a Rest Home visit in the next few weeks as well as our regular monthly events.

I have been asked to point out that our Petty Cash system is ONLY to be used for small items and consumables (nuts and bolts, sandpapers, spray cans etc.) The absolute maximum amount that can go through petty cash is \$99.00 but in truth a claim of more than \$40.00 will make a hole in petty cash for others. I must also point out that Petty Cash is NOT to be used for tools and permanent fittings. Finally please note that a purchase (or string of purchases) over \$100.00 must be discussed with a committee member prior to go ahead.

Our Dennis bus has mildew! Eeek!. The wooden seats have a light dusting of black mildew as does parts of the bodywork. We need a few volunteers to undertake a spring clean and take some gentle surface cleaner to all the seats and when dry give them a quick rub over with furniture wax to reduce further spread. Please help! In the longer term we will have to install some forced ventilation in both the garage and museum shed to fix the problem permanently.  
Stuart Battersby: [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com):

## In this edition:

- \* **Chairman's Report:** Busy again.
- \* **National Veteran Rally:** Update.
- \* **Only in 'Murica':** The Darrin.
- \* **Club refurbishment:** Light white and bright.
- \* **Spares shed news:** Latest arrivals.
- \* **Upcoming events:** Run up to Christmas.
- \* **Orewa Christmas parade:** Old and/or Red.
- \* **Beaches of Whangaparaoa:** Rally results and photographs.
- \* **Focus on the Marque:** Cyclecars and Swift.
- \* **October Committee Notes:**



Cover Girl: 1912 Bédélia BD-2

# Chairman's Report: Tony Sparkes

October 2022

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By the time you read this report in Progress the painting of the villa will have been completed. It is already looking much brighter and up to date. The new carpet is due early December. We now need a few volunteers to help finish painting the outside of the villa. Owen Sturgess has nearly completed the high parts and, with the help of Paul Brinsden and Phil Smith replaced the rotten bits of the roof. A great job done and not easy.

John Castle and Stuart Battersby put together a nice little run around the beaches of Whangaparaoa (Bay of Whales if you didn't know) with questions to answer. New members Derek and Lucia Liefting won the prize in their gorgeous MGTC. I have lusted over these cars for probably 50 years, but I know from sitting in one a couple of years ago a certain lump prevents me from being able to turn the steering wheel! Photos and a full report appear later in this edition. Not of the lump!

We have been asked, once again, to visit the Northaven Rest home, Whangaparaoa, on November 12 at 10am. They really appreciate our visits and always put on a good morning tea. So, let's get a good selection of vehicles together for the visit.

We are still investigating the most economical way of finishing the apron around the front of the new shed. Drainage grates and channels are very expensive, but it will be done soon and will make a vast difference to the appearance of the building. Further on this shed, Margaret Dagers has volunteered to take on the role of curator of the museum and has enthusiastically made a start on its planning. I'm sure that we will have something worth visiting during our 50th anniversary celebrations. Margaret is a new member, so say hello when you see her.

Talking of which, we will be deciding on the basic format of said celebrations at our October committee meeting. This information will be published elsewhere in this Progress and on FB.

Terry Flude is investigating getting a set of "D" plates for our vehicles. This will save us a lot of money on the bus and Bedford truck. As part of this we will be printing some business cards. Members may take a few, if they wish, to hand out to any prospective members they meet.

All in all, we have a lot of great work being done and an exciting few months ahead of us.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

Phone: 027-499-5588

Email: 29tony66@gmail.com

# 21<sup>st</sup> National Veteran Rally: 24-26 February 2023

Barry Birchall reports on progress. Enter now.

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Preparations are well underway for the rally, now only 4 months away. We all know that veteran vehicles and modern traffic are not a good mix, and Franklin was the obvious candidate to base the rally. The base for the event is the LaValla Function Centre, 2 km from Tuakau. La Valla is an excellent choice, and we can thank the Dewhurst family who suggested the venue. It is a great function centre with a cinema, limited accommodation, well-established gardens, and lawns that go on for ever. There is even an airstrip on site! It offers secure parking for the duration, but there are some limitations. Only sixty veteran vehicles can be parked on the lawn, and 90 modern vehicles and trailers in the grounds, so parking in the venue will be prioritised to participants and otherwise restricted to club members. One night a movie will be shown but as the theatre only seats 90, again it must be entrants as a priority. On the 3<sup>rd</sup> day the run goes to Waiuku, where there will be a display of vehicles for the public outside the Kentish Hotel at midday. Some of the participant's on that day will be in period costume. It is my intention to promote the public display in the media.

Entries are open now, and to date 8 have been received, the first three from out of town. The oldest car will probably be Peter LeGros' 1900 Locomobile steamer, the oldest car presently in Auckland. We are certainly expecting to see vehicles we haven't before seen in Auckland, as enquiries have come from Gore, Christchurch, Wanganui, New Plymouth, Hawkes Bay, Palmerston North, Tauranga, Taupo, Waikato, and Whangarei. That old faithful, the charabanc, will be there as always. If you would like a seat on the charabanc, please contact Shaaran Price.



There are now a lot of veteran vehicles where the car has been passed from father onto son. The son, in most cases, was never shown how to drive the vehicle and does not know where to go if it breaks down and, in some cases, has no mechanical knowledge. We would love to see a few of those vehicles present and there will be an entry form just for the Saturday if required. You cannot go on the run that day unless the vehicle has a VIC but that is not required to bring the vehicle into the grounds. The vehicle does not have to be registered or have a warrant to park in the grounds. We would love to see a few of these cars out.



John Stokes has now plotted the six routes and John Morrison and I have been out checking the runs. We certainly enjoyed the long run to Port Waikato. John gone out of his way to avoid busy highways. Not everything goes to plan; we were hoping to use the old school camp at Port Waikato for lunch that day but have had to move it to another venue which was sad as it had great history. Sharaan and Alan Price have helped us to move the trophies from Christchurch to Auckland. One of the trophies looks like something they might present for the Americans Cup. Diane Quarrie the national president will be in Auckland to present the trophies.



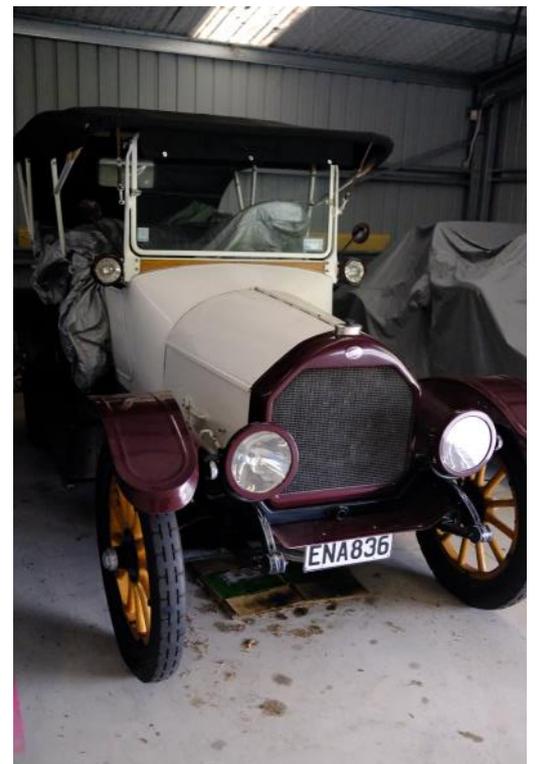
The entry form was sent out to 57 people who made the request, members from Gore to Whangarei. I do not think we will see 57 entrants but if we saw 45 we would be happy. We have also sent out two newsletters to the 57 who made contact. There will be another newsletter going out before the event. The first three entries received come from out of Auckland. If you going to enter, get that entry form in early so we can talk about those cars in the next newsletter.

# 21<sup>st</sup> National Veteran Rally: Cont.

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If someone is marshalling or has participated somewhere in the past, they are certainly welcome to join us for morning and afternoon tea, lunch, prize giving, meals and barrigue but there is an entry form and a cost. Please make contact if you want that entry form. We must pay a ground hire at LaVala and to date we have found no major sponsorship to cover those costs so there will be no free lunches. OTS Breakdown Services are going to provide a transporter to pick up anybody with mechanical problems free of cost. Vero and CRC have supplied great prizes and number have helped with items for the rally packs. If someone knows of a sponsor, or wants to marshal, make contact. We are also looking for someone to take photos, so we have some record of the event. That person would need to attend the prize giving on Sunday evening.

Barry Birchall Phone No 09 818 8755



## Only in 'Murica': Sliding doors on a sports car!

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When introduced in 1954, the Darrin's advertising had a glamorous and tasteful look to it and proclaimed Kaiser's new roadster as "The new name in sports cars, the last word in elegance." and "a new criterion of motoring performance, a new standard of luxury." And those in charge at Kaiser definitely wanted to position the Darrin as having European styling claiming that it was "styled by Darrin of Paris" and that "it employs a minimum of chrome to achieve the classic elegance which is the mark of a truly distinctive sports car." As you can see, even 68 years later, it's still a sleek and stylish fiberglass-bodied roadster (only 914mm high from road to cowl and only 1270mm high with the top up). Continuing with Darrin's advertising lingo, they referred to its low and sleek fibreglass body as "armour-clad," and it's revolutionary sliding doors (that slid into the front guard) as both providing additional safety and convenience. Kaiser also bragged about the Darrin's unique "Deauville-style" convertible top that could be set in three positions, and its unique rear deck that easily stored the convertible top when not in use. Unfortunately there are no photos of the convertible top. The Darrin had one of the most luxurious cockpits offered in 1954, and this one is tastefully appointed in two-tone green and looks perfect. Advertising promised bucket seats nearly 610mm wide and upholstered in the finest top-grain leather. It also touted the Darrin's "rakishly slanted one-piece windshield that provides maximum visibility in all directions." This groundbreaking roadster was named after its designer, Howard "Dutch" Darrin. Upfront you'll find a powertrain that Dutch hadn't envisioned, but the brass at the fledgling Kaiser-Willys Company decided on a 1.6 litre Willy's F-head straight-six that generated 90 horsepower, matched with a three-speed manual overdrive transmission. At nearly 1000Kg, you could do 0-60 in 15 seconds, which was average performance for the day, but again, Darrin was hoping for better performance. With only 435 produced and an estimated 200-300 survivors, Darrins in this kind of showroom-new restored condition generally fetch triple figures. Hagerty's estimates the value of a Darrin in #1 condition at nearly NZ \$300,000 NZ and one in #2 condition at around NZ \$200,000.



1954 Kaiser Darrin Roadster



Sliding Doors: Neat or more things to go wrong?



Luxurious interior

# We lead and others follow: Hot Rods hit the Gulf Harbour Country Club.

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Just three days after we visited the Gulf Harbour Golf Club on our Beaches of Whangaparaoa run, we were followed by a collection of glorious Rods from around the region. I had just come out from the gym (Yes, I'm sorry but I need to be in top condition to use Neville Gregory's Spot welder) and I saw these beauties parked up where we all were on Sunday.



# Club House Progress: Just carpets to complete the job.

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The decorators have now finished painting as they follow the builders who fitted new wall panelling and refurbished the bathrooms with new fittings. We are about 75% through the work but everything is already looking much brighter and cleaner. Once all the walls are finished the carpet fitters then move in to complete the work. On the outside of the villa, Owen Sturgess and Phil Smith have just one tiny area to complete the verandah roof repairs. Looking good !!



# Parts and Spares: Time to put together your own spares kit.

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David Lane has written to tell us about some new stock into our parts shed.



*Quarterlight windows and frames.*



*N.O.S. transmission and carb. Gaskets.*



*Side window glass and brackets.*



*Early Japanese vehicle parts. New shed open.*



*Very rare brass carburetors.*

There are certainly a few treasures in here, The carburettor gasket collection include many rare and difficult to find items.

Why don't you review your own stock of spare parts, visit the spares shed and prepare for the worst. Have you got a spare fan belt? Contact points? Lamps? Hoses?

Why not call in at the spares shed any Thursday morning, talk to the knowledgeable team and let them help you assemble your own 'Get me out of a pickle' spares set. Don't wait until it becomes an emergency; prepare now.



# 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.

## November

**November 9: Wednesday Club Night presentation.** 7.30pm Vehicle Batteries. All you need to know.

**November 12: Morning tea (10.00-11.00)** at Northhaven Rest Home. 142, Whangaparaoa Road. Contact Richard Lloyd 09 4205048

**November 20: Club Run and BBQ:** At Mike and Christine Swanton's estate. Apart from the wonderful gardens to view, there will be Mike's exquisite collection of Vauxhalls to peruse. Meet at the Clubrooms from 10.15 am for a coffee or tea departing from 11.00am on an approx. 1 hour run to the Swanton's. The Club will be providing proper sausages, onions and bread etc for the BBQ and you will need to bring whatever you wish to have with the BBQ plus drinks, seating, umbrella, and the usual picnic gear. **Please text John Castle** on 021957032 or email [jmcastle@xtra.co.nz](mailto:jmcastle@xtra.co.nz) by 17<sup>th</sup> November to indicate numbers coming.

**November 26: Orewa Christmas parade:** Meet at Alice Avenue, 3pm. Details on next page.

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

## December

**December 10: Mairangi Bay Santa parade:** Contact John Castle 021 957 032

**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.

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.

# Orewa Santa Parade: : Saturday 26 November 2022.

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Cars are wanted to take part in the Orewa Santa Parade on **SATURDAY 26<sup>th</sup> NOVEMBER 2022**. Last year a number of North Shore vehicles, and the fire engine, supported Couldrey House – our local Historic House, where we have enjoyed several picnics. All VCC eligible cars are welcome. Vintage vehicles would suit our promotion of Couldrey House although as its Christmas it would also be nice to have a selection of red cars amongst our display. Meet at Alice Avenue around 3.00 - 3.30. Please let Peter Lloyd (09 426 7179) or Richard Bampton (09 947 3042) know if you are attending.

*Nature abhors a blank space in the magazine, so here's some of the red vehicles owned by our members. Contact Peter or Richard to book your slot.*



# Around and about the clubrooms: Candid photos from Terry Costello.

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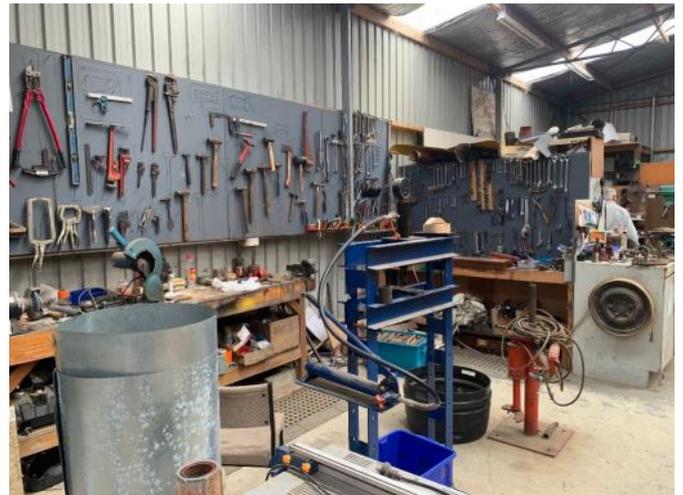
*Clive Sandham caught off guard.*



*Owen Sturges manhandling a roof panel.*



*Editor and John Cooke discuss Jaguar guards.*



*Conscious attempts to tidy the workshops are working.*



*Neville Gregory not impressed with Terry's camera.*



*John Cooke and Richard Bampton get into it.*

# The beaches of Whangaparaoa: October Run.

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The weather gods were with us as we all gathered at the Silverdale bus station for our October Treasure Hunt. We had 14 club vehicles at the run, which was designed as a relaxed tour around the beaches along the north coast of the peninsula. At each beach there was an observation and/or cryptic question to answer. After a trip through the glorious Shakespeare Park, entrants were directed to Gulf Harbour to answer two more questions and then back to the Upstairs Bar at the Gulf Harbour Golf and Country where we could relax and enjoy a varied Lunch menu. A few snaps of the entrants (thank you Andrew Lunt) are shown below:



# Beaches of Whangaparaoa: “Navigators Frame your driver”.

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*Top left: Charles and Jill Armstrong. Top right: Bill Duffy and grandson. Left: Peter Lloyd and Tony Sparkes pretending not to know each other.*



*Tony presents winners Lucia and Derek Liefing with their prize*



*Lucia and Derek's stunning MGTC*

We have a bit of a composite article this monthly. Firstly we will cover the general history and design of cyclecars and then move on the focus on the Swift automobile company and its range of cyclecars and conventional cars.

**Introduction:** A cyclecar was a type of small, lightweight and inexpensive car manufactured in Europe and the United States between 1910 and the early 1920s. The purpose of cyclecars was to fill a gap in the market between the motorcycle and the car. A key characteristic was that it could only accommodate two passengers sitting tandem style or passenger behind the driver. The demise of cyclecars was due to larger cars – such as the Citroën Type C, Austin 7 and Morris Cowley – becoming more affordable. Small, inexpensive vehicles reappeared after World War II, and were known as microcars.

**Specifications and definition:** Cyclecars were originally propelled by engines with a single cylinder or V-twin configuration (or occasionally a four cylinder engine), which were often air-cooled. Sometimes motorcycle engines were used, in which case the motorcycle gearbox was also used. All cyclecars were required to have clutches and variable gears. This requirement could be fulfilled by even the simplest devices such as provision for slipping the belt on the pulley to act as a clutch, and varying of the pulley diameter to change the gear ratio. Methods such as belt drive or chain drive were used to transmit power to the drive wheel(s), often to one wheel only, so that a differential was not required. The bodies were lightweight and sometimes offered minimal weather protection or comfort features.

The rise of cyclecars was a direct result of reduced taxation both for registration and annual licences of lightweight small-engined cars. On 14 December 1912, at a meeting of the Federation Internationale des Clubs Moto Cycliste, it was formally decided that there should be an international classification of cyclecars to be accepted by the United Kingdom, Canada, United States, France, The Netherlands, Belgium, Italy, Austria, and Germany.

**Early developments:** From 1898 to 1910, automobile production quickly expanded. Light cars of that era were commonly known as voiturettes. The smaller cyclecars appeared around 1910 with a boom shortly before the outbreak of the First World War, with Temple Press launching The Cyclecar magazine on 27 November 1912 and the formation of the Cyclecar Club (which later evolved into British Automobile Racing Club). From 1912, the Motorcycle show at Olympia became the Motorcycle and Cycle Car Show.



1912 Bédélia BD-2

The number of cyclecar manufacturers was less than a dozen in each of the UK and France in 1911, but by 1914, there were over 100 manufacturers in each country, as well as others in Germany, Austria, and other European countries. By 1912, the A.C. Sociable was described as one of the most popular cycle cars on the road, both for pleasure and for business", though another source states that the "Humberette" was the most popular of cycle cars at that time. Many of the numerous makes were relatively short-lived, but several brands achieved greater longevity.



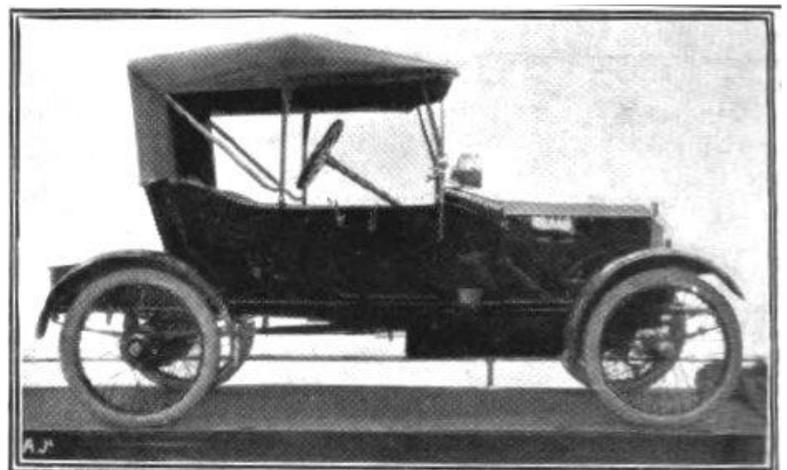
1904 Humberette

**Demise:** By the early 1920s, the days of the cyclecar were numbered. Mass producers, such as Ford, were able to reduce their prices to undercut those of the usually small cyclecar makers. Similar affordable cars were offered in Europe, such as the Citroën 5CV, Austin 7 or Morris Cowley. The cyclecar boom was over. Most cyclecar manufacturers closed down. Some companies such as ChaterLea survived by returning to the manufacture of motorcycles. After the Second World War, small, economic cars were again in demand and a new set of manufacturers appeared. The cyclecar name did not reappear however, and the cars were called microcars by enthusiasts and bubble cars by the general population.



1911 Violette

**Swift Motor Company:** Made Swift cars in Coventry, England from 1900 until 1931. The company grew progressively from James Starley's Coventry Sewing Machine Company, via bicycle and motorised cycle manufacture. The cars ranged from a single-cylinder car in 1900 using an MMC engine, through a Swift-engined twin-cylinder 7-horsepower light car in 1904, and a 3-litre model in 1913. After the First World War a successful range was sold during the 1920s, but the Cadet of 1930 was its last vehicle as it could not compete economically with volume manufacturers such as Ford and Morris Motors.



1912 Swift Cyclecar

**Swift history:** The Coventry Sewing Machine Company was founded by James Starley in 1859. It started making bicycles in 1869 and changed the name to Coventry Machinists Company. In 1896 it became the Swift Cycle Company and started to make motorcycles in 1898. Then experimenting with an early car in 1900. In 1902 a separate company was formed for motor vehicle production and registered as the Swift Motor Company.

Production was originally in the Cheylesmore Works but in 1906 car assembly moved to a new factory, Quinton Works in Mile Lane. Some of the cars were equipped with engines manufactured in Saint-Denis, Paris by Aster in single, twin or four cylinder configurations.

**Swift Cars:** The first Swift car of the conventional type was the twin-cylinder 7-horsepower, later 10-horsepower, of 1904. This was shortly afterwards joined by the four-cylinder 12/14, which continued in a bewildering number of guises until the First World War. These cars were entirely built at the Swift works, with the exception of the engines which were built in Coventry by Messrs White and Poppe.



1912 Swift 7HP

In 1904, the Swift Cycle Company Ltd. made a single-cylinder 700 cc car (possibly a voiturette) which had a cloverleaf emblem on its radiator, an emblem that was adopted by all the cars. In the years 1909–11 another single-cylinder 7-horsepower car was manufactured, this time with 1100 cc (105 mm bore and 127 mm stroke). This car was also sold by Austin as the first Austin 7. *(I knew it!).*

The Swift range was simplified with the excellent 1100 cc 10 continuing and joined by a 2-litre 12 with a 4-speed gearbox. A new 10 was launched in 1923 as the Q type with coil ignition, electric starting, optional front wheel brakes and a top speed of 55 mph (90 km/h). Standard front wheel brakes were added in 1926 and the engine was bored out to 1190 cc to become the P type. The engine grew again to 1307 cc in 1929 when the car became the P2. From 1924 Swift supplied Q type engines for the Ariel Ten light car. This model continued until 1925, when Ariel ceased making cars to concentrate on motorcycles. In 1925 the Swift 12 was replaced by the 12/35 with front wheel brakes, plate clutch plus an increase of 24 inches (610 mm) in the wheelbase.



A splendid 1926 Swift P2

The last Swift car was the 1930 Cadet, which was an attempt to compete with the £100 cars. This had an 850 cc Coventry Climax engine and a price of £149 for the tourer and £165 for the saloon. But Swift was too small to compete with the likes of Ford and Morris and closed in 1931 after its suppliers foreclosed on its debts. Coventry Climax was left with several engines for the Cadet model, which it used as the basis of its Second World War fire pump engine designated FSM, the SM standing for Swift Motors.

# October 2022 Committee Notes.

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**New Members:** Warren Tait

## Notes:

- **Northhaven Rest Home Visit** 12 Nov, 10.00 - 11.00
- **Branch Rules** are being prepared by a sub-committee for consideration by the committee.
- **Mairangi Bay Santa Parade:** An approach has been made to provide vehicles for the Santa Parade on Sunday 10 December 2022. Contact John Castle.
- **Orewa Santa parade:** Orewa Santa Parade set down for 26 November 2022. Contact Richard Bampton.
- **Security:** Enquiries are being made to update our system with cameras streamed to committee members' phones. This will speed up emergency responses.
- **Garage Drain:** Approval has been given for the expenditure in relation to the construction of the new shed external drain.
- **50 Year Anniversary Celebrations:** Andrew Lunt discussed had a few suggestions re celebration. We will have two events: 1) Rally and Open Day with BBQ in March and 2) Sit Down Dinner for members and invited guests in April.
- **Battery presentation:** Andrew Lunt mentioned reminded us of a presentation on Wednesday 9 November 2022.
- **Meguiars presentation:** To be held in early December 2022 - A. Lunt.
- **NSVCCC Business Cards:** Business cards for the branch have been approved for distribution amongst the members.
- **Museum development:** The Chairman has been coordinating the future development design for the museum part of the new shed. Excellent proposals now need costings for consideration by the committee.



*Two old photographs from a club run in 1975. Thanks to our friends in Waitemata Branch for these.*

# About Us

Progress  
November 2022

**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

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

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

**Club Delegate:** Stuart Battersby 022-471-2759

### GENERAL COMMITTEE Members:

**John Higham** 09-478-7973

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

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

**Andrew Lunt:** 0274 996 803

**Barry Thompson** 09-959-0206

**Arnold Van Zon:** 09 473 5750 or 027 2765336

### OTHER CLUB OFFICERS (Non Committee)

**Members' Garage Manager:** Kevin Lord 09 413 9157

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

**Librarian:** Kevin Benseman 022 678 5629

**Beaded Wheels Correspondent:** Richard Bampton 09947 3042

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

**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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