



North Shore
Vintage and
Classic Car Club

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

Progress:

The monthly journal of the
North Shore
Vintage and Classic Car Club
October 2023



Hi all,

Another busy month for one and all. We had a great (not so good for me and the MG) Spring Tour so huge thanks to Neil Beckenham and Bruce Pitcher for all their hard work and planning. It was really good to get the chance to visit some of the other branches and get to meet folks 'in the flesh', rather than their digital facsimiles.

The Wolseley project is gathering speed with two very keen chaps beavering away. Now we have a new gasket set and piston rings, we can almost see the light at the end of the tunnel.

Barb Stubbs has done a fantastic job sorting and rearranging the first edition of our Register of Suppliers, which will be distributed with this edition of Progress. I feel certain that once you see how useful the document is, you will be prompted to send us more recommendations for suppliers and services to help keep our vehicles on the road.

On committee we have been trying to clarify our 5 year cost budget and get a view of what additional revenues we may need in the future to support and maintain our buildings, equipment and facilities. If only we had a crystal ball... when will we need to replace the villa roof?

Finally, young Mike Garner has been chasing up discount opportunities for our members and has managed to get us a block membership at Gilmours Wholesale Food and Beverages. No need to join as individuals, just quote the following details at the checkout "**2133486 - North Shore Vintage Car Club**" Payment can be made by Cash/Eftpos/Visa/Mastercard.

Stuart Battersby: battersby56nz@gmail.com

In this edition:

- * **Chairman's Report.**
- * **FOMC Survey Results: Big Numbers!**
- * **Never broken down in a Model A:** Bill Duffy.
- * **Costello's Camera:** Terry shoots again!
- * **October Club Run:** Details.
- * **Upcoming events:** Now through to December.
- * **The Fire Pump:** Your input required.
- * **Spring Tour report.**
- * **Focus on the Marque:** Jewett AND Jowett.
- * **MG Woes:** Easy fix with the "A-Team"
- * **More tour photos.**
- * **August Committee Notes.**

Cover girl this month is the Jowett Jupiter featured as part of a 'Double Header' Focus on the Marque. Jewett and Jowett.



Chairman's Report: John Higham, September 2023.

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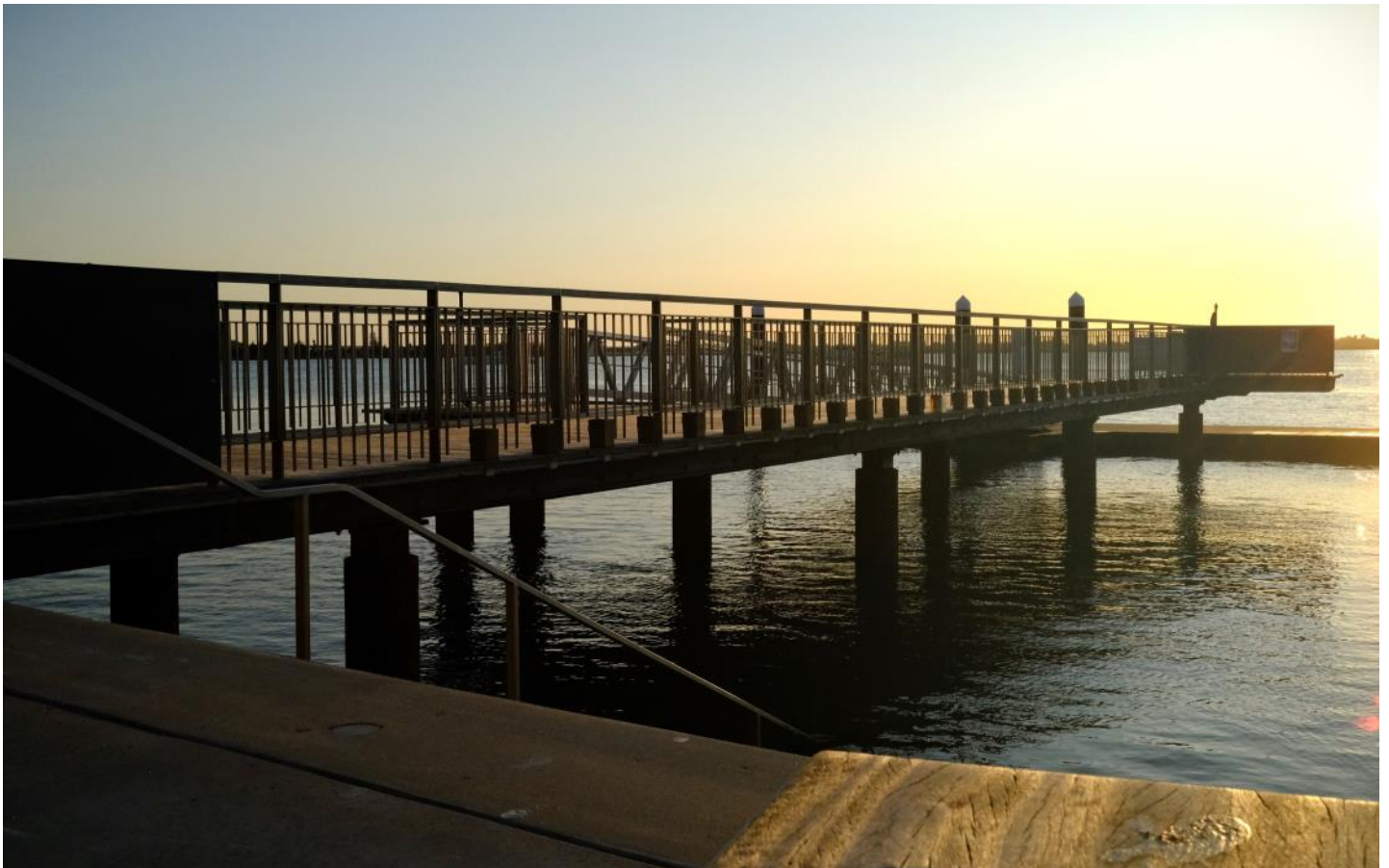
Hello Members,

At last a few fine days and our grounds have dried out enough for the paddocks and lawns to be mown; and villa exterior painting to recommence. If you are free on Tuesdays or Thursdays, how about having a look around the grounds and picking up a bit of windblown rubbish' or pull a few weeds. Many hands make light work. I suppose soon it will be dry and hot (according to the weather buffs) and all that rain will be a distant memory.

The committee is making progress on the possible land sale question, establishing forward plan budgets and receiving a draft Planner Report. Again, I ask if anyone has any comment to put before the committee that might affect their deliberations, please send it to the Secretary at northshore@vcc.org.nz

We have had some further correspondence with Te Tupu Ngatahi - Supporting Growth (an alliance between Auckland Transport and Waka Kotahi NZ Transport Agency) but no progress on their possible interest in the Branch property.

John Higham, Chairman.



Spring Tour: Sunrise across Tauranga

A few months ago you should have received an email from VCC HQ containing a link to an online survey commissioned by FoMC (Federation Of Motoring Clubs NZ). Hopefully you completed and submitted your survey. We now have the results on that survey and it makes powerful reading especially with regard to the financial spending power of our sector and indeed the huge number of individuals and companies that make a living helping us keep our vehicles running and looking good.

Prior to creating the survey FoMC had three main objectives/expectations:

- An understanding of the headline outcomes that confirm the scale and strength of the historic and classic vehicle sector.
- To have a positive impact on how the NZ public see the sector, and how these vehicles are part of our heritage.
- To generate an increased awareness of the Federation itself, and the depth of membership across the FoMC clubs.

Put simply, the FOMC wanted to put our hobby on the map. They wanted to ensure that the public and the government realised that our vehicles generate a massive financial contribution to our economy as well as protecting our history. That is to say we are far more than a bunch of weird old folks, mostly locked in garages, occasionally causing traffic jams and polluting our atmosphere.

About 6 or 7 years ago I took part in a similar survey managed by the FBHVC (Federation of British Historic Vehicles). The results were frankly shocking, nobody could believe the size of market sector; fiscally we generated huge revenues, we created and supported a huge employment opportunity for thousands of personnel. All of a sudden the government found that there was a completely new market segment that they never realised existed.

On the next page I have copied a single sheet from the survey results presentation. The numbers are frankly stunning. There are all sorts of interesting figures here, but I am particularly impressed by the fact that our hobby creates employment for 5,700 jobs in New Zealand. Those jobs in turn support 5,700 families, wives, children in our country.

We are making a great contribution to our country!

In the last 4 days alone, my MGB has contributed \$490.00 to the economy and eased Trish Pitchers life by keeping Bruce out of the house whilst he helped me fix the car. Much appreciated help by the way!



New Zealand Historic and Classic Vehicle Survey

Headline Outcomes

279,200

Estimated total number of historic and classic vehicles in NZ

\$11.4B

Estimated total \$ footprint of all historic and classic vehicles in NZ

44,225

Total historic and classic vehicles in FoMC Membership

\$2.6B

Estimated total vehicle investment by FoMC members, museums and collections

3,650km

Average annual distance travelled per annum, historic and classic vehicles

\$9,302

Average annual spend per historic & classic car: insurance, running costs, servicing etc

\$1.03B

Estimated total annual spend across historic and classic sectors

5,700

Estimated total jobs directly supported across all sectors

\$660M

Total annual spend of the FoMC Motorhome and Caravan sector (servicing and travel)

\$43,670

Average value per vehicle for all historic and classic cars (FoMC members)

26%

Proportion of NZ population who would love to own an historic or classic vehicle

71%

Proportion of NZ population who see historic and classic vehicles as part of NZ's heritage

80% +

of FoMC clubs report growing or stable membership and vehicle numbers

15,500

Total number of surveys conducted



Protecting our heritage into the future

Never broken down in my Model A:

Until now!.... Bill Duffy writes

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In the past 40,000 miles in my previous three "A"s, had always managed to get home. Then number four misbehaves...

Model A number one: 1928 Tudor: Purchased 1972. .

We drove from Ranfurly to Dunedin towing an empty but heavy trailer at night with 6 volt lights. The engine missed badly all the way, with the occasional frightening explosion. At home next morning I did a compression test to find 3 cylinders @ around 60 psi, but exactly "zero" psi on Number 1! The explosions of course were due to raw fuel in the exhaust manifold! The problem was a welded repair on the exhaust valve had dropped off! The vanadium steel crankshaft must have been twisting a bit, but didn't break under load on the big hills on the Pig Route, but the mains and rod bearings were still sweet.



Number one: on Haast rally near lake Hawea.

Model A number two: 1928 Phaeton: Restored in mid 1970s. In this car Robyn and I drove from Dunedin to Kaitaia and back mainly pulling magnificently in the "long cog" cruising at a lazy 40mph. We had two minor problems that were fixed with washers and 10 gauge wire. (Loose fan rivets and a jammed brake equalizer shaft.)



Number two at the Gates of Haast ,1977.

Model A number three: 1929 Roadster pickup. Restored in 1990s. I drove to work each day in Tauranga with a very tired engine, but it never let me down. It consumed 1 pint of oil to about 20 miles and the compressions varied from 5 to 25 psi!! It could still get along at 35-40 mph. The plugs didn't oil up mainly because the rear main leaked so bad. When I parked up each morning for work I would put an old saucepan under the rear main to collect about 1/3rd pint of oil during the day. I later replaced the engine.



Number three looking good.

Model A number four: 1930 Roadster. This is my current car which I purchased in 2019. It had been running really well but over the last 3 weeks the Roadster started missing slightly under load. Two weeks later all hell broke loose, and the motor started to miss so badly with rough running that I thought it was going to self-destruct! Then all all power vanished! (*Editor: At this point I can hear a little voice from Richard Bampton saying: "Should have bought an Austin"*) I managed to park up on the footpath near Rangitoto College in heavy traffic and called John Castle who lives nearby. John kindly towed me home. Model As should not break down, or so I thought! After an hour checking points, plugs and carby jets with no results, I had lunch, refreshing my aging brain and then looked at the single, 30 amp after-market fuse that Henry and Edsel, for some reason thought was not necessary. It was loose! Solution... I squeezed the contacts for a better fit. She purrs now and doesn't complain any more.



Bill's 1930 Model A Roadster. Now back bright eyed and bushy tailed after having its contacts squeezed.

Photos from around and about:

Young Terry Costello snapping away.

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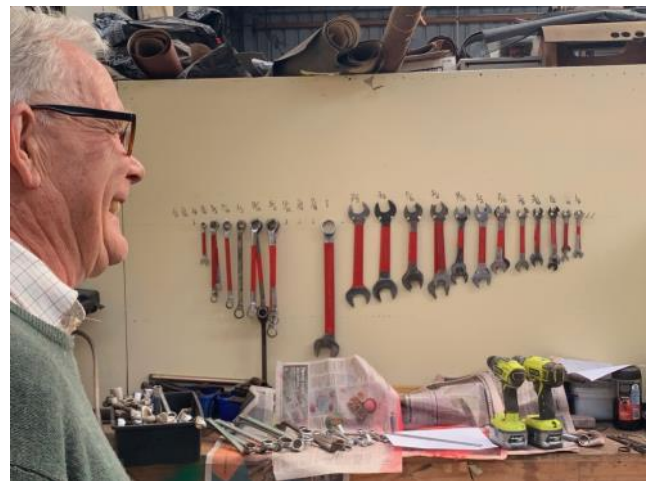
Gavin Welch's Model T and Bill Duffy's famous A.



Richard Bampton and Terry Flude, clearly delighted with progress on the fire truck issues.



Interior panelling on the BSA starting.



The funny side of a row of red spanners



"Look carefully, I'm sure that gearbox moved just then".



A 'Jenny' otherwise known as a 'Bead Roller'. Does anyone know why its called a Jenny?

October Run: Probably the best garage raid ever!

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Sunday 22nd October Starting from NSVCC Clubrooms at 10.00am (Club open from 9.30).

Course briefing at 9.45



- *Interesting route (approx. 60 miles) to visit two Austin garages in the morning.*
 - *Lunch at DD's Café in Waitoki (excellent home cooked food).*



- *Visit two more Austin garages in the afternoon.*
- *Ford drivers particularly welcome so that they can appreciate some quality for a change.*



The Fire Pump: Keep it or pass it on?

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Many of you will know that the club currently owns a WW2 era Dennis fire pump. 29 of these pumps were imported during the war. After the war these were distributed across the various NZ fire brigades. The club picked this unit up locally from a farm. A few of these pumps have been restored and are on display around New Zealand. Our pump currently sits in our storage garage in a heap. The chassis is in poor condition, the engine is seized and the pump condition is unknown, but there is little doubt it will need significant effort. It is taking up a slot in the garage, for which the club could be receiving up to \$1,440.00 per annum.



The pump, along with all our other project vehicles is what we would describe as *“An item of special interest”* and as such, it is important that our members have a say in its future.

PROS

- It's a piece of Fire Service history in our country.
- It's probably a simpler restoration than that of a full vehicle.

CONS

- It's costing us \$1,440 per year in potential garaging fees.
- According to Waka Kotahi it is not a “Vehicle” (it's a trailer) and it does not comply with our published branch constitution and objectives.
- It needs to be pulled behind a Fire Truck. Our Fire Truck has no tow bar and adding one will be technically and legally difficult.
- In order to demonstrate the pump working, we would need legal access to a hydrant, either at Masons Road or wherever we chose to display the pump.
- With six other club owned vehicles requiring work, we currently have insufficient resources to work on the pump for the next 3-4 years at least.

What is your opinion? Do we keep the pump with the aim of eventually restoring it? Or, do we pass it on to someone or some organisation that will pick up the challenge and restore it? Note we have no plans to send the pump for scrap.

This is an important decision. Please drop an email to northshorevcc@gmail.com or record your wishes on a 'ballot' paper, which will be on the bar at the club. Voting closes at midnight on 31st October 2023.

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.

Future Events:

October

October 22: The Best Garage Raid ever!: Club Run to Orewa/Whangaparoa area visiting an Austin collection and other classic collections. Club house opens at 9.30, rally briefing at 9.45 and depart at 10.00 prompt. Total run of 60 miles all on tarmac roads. Lunch at DD's Café, Waitoki.

Special Event: Film Show ... Jackie Stewart Documentary: The Bridgeway Cinema, Northcote Point. Three showings... Oct 24 @ 1.35pm, Oct 26 @ 6.00pm and Oct 31 @ 11.15am. More details from britishandirishfilmfestival.co.nz

November

November 19: Gardener's Question Time: Visit to a private garden in Coatesville with lunch to follow. Organised by Ross Moon.

November 25: (Saturday) Orewa Xmas Parade: vintage & classic cars/trucks needed.

December

December 17: Club members and friends car show day and get together particularly for those members who cannot attend our regular Tuesday & Thursday gatherings. Details of catering proposals in our next edition.

December 21: Last Thursday meeting before Xmas. Typically we add to the regular cakes and savouries with some additional bites. More details in our next edition.

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. Gold coin donation please.

I didn't count the cars, but there were 51 individuals entered for the rally and there must have been 26 or 27 vehicles on the run. The fleet covered vehicles ranging from a couple of Model As, a Pearce Arrow through a series of 60s and 70s cars up to Gerald Lightbourne's MGF which must be very close to qualifying. There were just three moderns in the fleet, driven by the organisers Neil Beckenham and Bruce Pitcher and Harold Kidd's LWB



Drivers' briefing at Ray Small Park.

Jaguar XJS. Bruce's Land Cruiser is only a

few months off qualification and Neil's Mazda was needed as he had to travel further south after the rally, fulfilling appointments as Club Registrar. Bruce had expressed some concerns that there were too many entrants to keep track of late comers and lost souls, but we assured him all would be fine. It was fine, until 10 minutes after we left when Viv and Brian Guest (with Paul Collins in the back seat) turned up to find that everyone had gone without them!

Owen Sturgess and I were travelling in my MGB but we were barely past Clevedon, when the MG "Failed to Proceed". More of that later in this edition, suffice to say that we limped back to Owen's place and then chased the fleet in Owen's (VCC qualified and bullet-proof) Nissan Terrano. The rest of the fleet pushed through for a quick stop at The Model Barn. Always interesting, especially for the model collector with new products arriving every week. Andrew Lunt seemed hypnotised by a rather nice Series One Landrover. \$199.00 for a vehicle less than 10cm long seemed to put him off or did it?



First stop the Model Barn.

\$199 for a Series One??



The Spring Tour: Cont.

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Next stop Paeroa for lunch, which went very well although poor Bruce Pitcher nearly had kittens making sure that everyone had paid for their lunch and not left him with the bill. After lunch and a stroll around the antique shops the fleet headed to AJ's Garage. (Apparently a bit of a shrine to Ford V8 addicts). It was here after a quick pie at Ronnie's that Owen and I nearly caught up with the team. We had apparently just missed them.



Inside the garage, Owen started to talk in hushed, almost reverential tones as he quietly confessed to the attendant that he needed a few parts for his '48. The experience (and the prices) clearly shocked Owen for as soon as we got to the Nissan, he declared, "Can you drive now? I'm a bit spent!"



Owen at AJ's a Itar.

My first ever opportunity to drive a 30+ year old Terrano and within 90 seconds we were into the Karangahake Gorge heading to Waihi. Now the handling of the Nissan is not quite as sharp as the MG, in fact I'd say it was positively agricultural or even perhaps marine. I've sailed a yacht with more responsive rudders than that!

Despite that we didn't drop in the Ohinemuri and made it safely to our hotels in Tauranga.



Bay of Plenty Branch Clubroom.

I popped across to the BoP Branch building and had a quick catch up with Kaaren Smylie, who advised me that it would be a good idea to get a few beers in for the evening. I have to say we had a great evening, the BoP team are

a very hospitable bunch, they gave us a fantastic feed, followed by a singalong with the local U3A Ukulele group. The low point of the evening was when Owen rather rashly asked the girls from the Ukelele band if they like a beer They said YES and proceeded to down some of our precious Sawmill Hazy Pales.

Your shocked editor as the band finished our beers!





The following morning we all assembled on the front lawns of the BoP Club to prepare for the day's run. The plan was the North Shore would travel over to the Mount and stop for coffee and a stroll, whilst BoP would take a different direction and take a slightly earlier coffee at The Classic Flyers Museum. Heavy traffic around The Mount meant that many of us skipped coffee and headed straight to the museum. All the older cars were ushered onto the airfield apron and we took our time to have coffees and a lazy lunch. On the way to the museum Owen, James Liu and myself called in at the local Repco to get a set of plugs for James' Rover 3500, which was misbehaving a little. On leaving the museum we had two choices: a run into the hills, taking in scenic spots and lookouts or the regular SH2 blast along the coast to Whakatane. Owen went up the hills (the lure of Maketu Pies **AND** the Maketu Fish and Chip shop was just too great). Dinner in Whakatane was in the game fishing club. Great place, great food, great beers and the "Wahs" won as well!



Julie Croft, Graeme and Gerald.



A calling card from Maketu.

On the Sunday we headed south from Whakatane along the Rangitaiki River valley towards Galatea. We were accompanied by members from the Eastern Bay of Plenty Branch as well as a couple of members from the Gisborne branch. Wonderful scenery and perfect roads as we made our way to the tractor museum and "the biggest collection of beer cans in the world".



Viv and Brian Guest's De Soto.

The Spring Tour: Cont.

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Before leaving Whakatane we called in at a bakery to buy some food for our lunch at Galatea. The brothers who own the tractor museum and the beer can collection live close together and were extremely hospitable. The tractor museum was laid out with long dining tables and plentiful supplies of teas, coffees and juices. Neil and Bruce continued their prize giving ceremonies by drawing numbers from a hat. Before leaving the Tractor Museum we swapped the plug set in James' Rover one more time; that perked up performance and saw him home that evening.

The beer can collection was fascinating. I found it a little like hearing an old song from way back then; the music (or the can) triggers a memory. The collection was quite meticulously assembled. Some cans were produced in sets and the owner whispered that one such set of just 6 cans, was the only complete set in the world.... and it cost him around \$6,000!! From Galatea, we headed up over the hills towards Waimangu and halfway along we encountered Bruce Skinner, looking under the bonnet of his Pierce Arrow, which was overheating and losing power. We slowly dribbled 6 litres of water into the radiator and waited for things to settle. Bruce managed a further 3km before he stopped again. Something was not right! Nonetheless Bruce continued to nurse the car over the hills and into a fuel stop in Rotorua. We again topped up the radiator, refilled the bottles, jury-rigged the temperature gauge wires and said cheerio as he and grandson headed straight back home.

Our final stop before dinner at the hotel in Rotorua was a visit to the Rotorua Branch, where they did us proud with snacks and refreshments and a chance to see some of their gorgeous vehicles. We had a nice dinner at the hotel and Owen and I were on the road at 7am, aiming for breakfast in Tirau. We reached Owen's at 11am and the AA were trailing my MGB back to the club by 12 noon.....



Andrew Costello has the same sense of fun as his big brother Terry.



Wall of beer cans.



Snacking off the back of a truck at the Rotorua clubhouse.



A couple of dummies chatting.

1922 Model T Doctor's Coupe: Sold at auction for nothing (\$ZERO !)

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Eagle eyed Bruce Skinner has just spotted this little gem on the website of the US Auction House "Hemmings". It all seems very genuine if not shocking. According to the notice on the web page the car was sold for \$ zero.

SOLD
\$0
Inclusive of buyer's fees
SOLD DATE
Sunday, Sep 24th, 4:56am NZDT

Here is the link to the page. Copy and paste this into your browser to see for yourself:

[Sold - 1922 Ford Model T Doctors Coupe | Hemmings.com](#)



Focus on the marque: Double header, Jewett and Jowett.

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At 'Smoko' on Thursday 21st September a friend of Richard Lloyd came in and told us that he has a Jewett to sell. I hadn't even heard of a Jewett and thought that I will do the "Marque" on the Jewett. Unfortunately I can find very little information on that so, my 'random' brain shouted "It sounds like Jowett! Do that as well." So here we go with our first double header.

The Jewett: was an automobile built in Detroit, Michigan by the Paige-Detroit Motor Car Company from March 1922 through December 1926. The Jewett was named after Harry M. Jewett, president of Paige-Detroit.

History: After the first 17 months of production, approx. 40,000 vehicles were sold. The car was marketed as a Jewett 'Six'; a companion to the Paige, the primary product of Paige-Detroit. The 1922-24 cars had a 50 h.p. Jewett motor, the 1925 cars had a 55 h.p. Jewett motor and the 1926 cars had a 40-

hp Continental motor. For several years, Jewett cars featured a powerful straight-six engine that could climb mountains. The last of the vehicles were available with hydraulic brakes. The company was purchased by the Graham Brothers on January 3, 1927, and the Jewett became a Paige, for that year only. The car was then rebranded as a Graham-Paige for 1928 only.

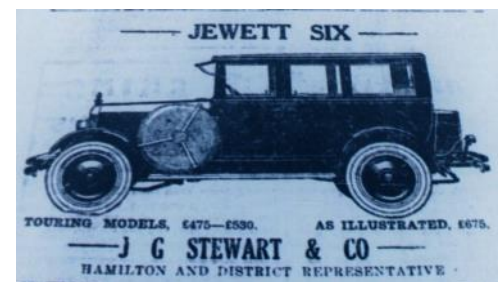
Jewett Dashboards: Embedded in the dashboard of every Jewett was an amulet, visible on the passenger side as a dashboard. Harry's wife Mary was something of a spiritualist, and these amulets were purported to have mystical power that protected the occupants. Harry Jewett's estate, once a great plantation, has all but vanished.

The Jowett: was a manufacturer of light cars and light commercial vehicles in Bradford, West Riding of Yorkshire, England from 1906 to 1954.

Early history: Jowett was founded in 1901 by brothers Benjamin and William Jowett with Arthur V. Lamb. They started in the cycle business and went on to make V-twin engines for driving machinery. Some early engines found their way locally into other makes of cars as replacements. In 1904 they became the *Jowett Motor Manufacturing Company* based in Bradford. Their first Jowett light car was produced in February 1906 but as their little workshop was fully occupied with general engineering activities, experiments with different engine configurations, and making the first six Scott motorbikes, it did not go into production until 1910, and then after more than 25,000 miles of exhaustive trials. Their intention was to provide a low weight vehicle at a low price and with low running costs.



Jewett for sale.



Early advertising material.



The prototype could be described as the United Kingdom's first real light car. Engine and gearbox were specifically designed for a light car and made largely of aluminium. Its low-speed torque and gear ratios were ideally suited to the hills about Bradford and Yorkshire in general. Construction of the engine and the rest of the car was robust. Benjamin Jowett held that other light cars were suffering from engines either from cyclecars with sufficient power but subject to rapid deterioration because of inadequate bearing surfaces, or engines from larger cars that were too heavy for the rest of the car's structure leading to a different set of troubles. The Jowett engine was designed and built for a light car. The first production car quickly became very popular. It used a 6.4 hp, 816 cc flat twin water-cooled engine and three-speed gearbox with tiller steering. The body was a lightweight open two-seater. Popular opinion was that 10 hp was a minimum requirement and so Jowett advertised their third car as being 8 hp without changing the specification. Twelve vehicles were made before an improved version with wheel steering was launched in 1913 and a further 36 were made before the outbreak of the First World War when the factory was turned over to munitions manufacture.

Inter-war years: Jowett Cars Limited was a new private company formed in June 1919 to make and sell motorcars and it purchased the car manufacturing portion of the business carried on by the Jowett Motor Manufacturing Company. It became a public company listed on the London Stock Exchange in 1935. That year, 1919, a new works site was bought at Springfield, Bradford Road, Idle, outside Bradford, the site of a disused quarry. Car production started in the new factory in 1920. The first vehicle was the Jowett Seven using an enlarged version of the pre-war flat twin. Thereafter all Jowetts were Sevens until the introduction of the four-cylinder engine in 1936. The engine developed its maximum torque at low revs and was soon famed for its pulling power, reliability, and economy. Commercial vehicles based on the car chassis were also built from 1922 and became an increasingly important part of the company's output. Jowett first exhibited at the London Motor Show in 1921 and gradually broke out of their previous local market. In 1923 coil ignition and electric starting were added and the four-seater "Long Four" was introduced in tourer form. 1933 saw the launch of the Jowett Kestrel with four-speed gearbox and in 1935 there was the oddly named Jowett Weasel sports tourer. The first four-cylinder (flat four) car arrived in 1936 with the 1166 cc twin carburettor Jowett Ten which continued until the outbreak of war alongside the traditional twin-cylinder models which grew to 946 cc in 1937.



1923 Jowett Sports.



1932 Jowett 7HP 'Blackbird'.



1937 Jowett Ten.

Second World War: Production of cars stopped in 1940 but engine production for motor-generator sets continued alongside aircraft components and other military hardware. The engine, besides being used as a generator set, was also used in the Jowett engine powered Fire Pump.

Post-war: When production restarted after the Second World War, the twin-cylinder engine was dropped from the range of new cars, but continued in 1005 cc form to the end of production in the commercial vehicles, now comprising a light lorry, the Bradford van, two versions of an estate car called the Utility, and chassis front-ends and kits for outside coachbuilders, many abroad. The new cars were a complete change from what had gone before with the streamlined Jowett



1949 Jowett Javelin.

Javelin designed by a team led by Gerald Palmer. This had such advanced features as a flat-four push-rod engine, independent front suspension with torsion bars front and rear, and unitary body construction. The car was good for 80 mph and had excellent handling. In 1950 the Javelin was joined by the Jowett Jupiter sports car with a chassis designed by Eberan von Eberhorst who had worked for Auto Union. Javelins were designed for production levels never before attempted by Jowett. Javelin and Bradford body production was out-sourced to Briggs Motor Bodies, who built a new plant at Doncaster. Briggs supplied the bodies fully trimmed and ready to be applied to the mechanicals. The Jupiters were always built in-house at Idle. The new mechanicals had teething troubles, but Javelin bodies were still being mass-produced to the original schedule, leading to their being stockpiled. Export sales collapsed by 75 per cent in 1952 followed by sluggish domestic sales while the nation waited for the removal of a "temporarily" increased purchase tax, finally eased in April 1953, with disastrous long-term consequences for Jowett.

Poor business strategy and direction, and over-confidence, were the financially sound company's downfall and, even after the engine and gearbox problems were solved, the Idle plant was never able to build, nor was the distribution network able to sell, the expected volume.



Best of the lot: 1952 Jowett Jupiter.

Collapse of the arrangements for the supply of bodies led to

suspension of Javelin production in 1953. Jupiters remained in demand and were built up to the end of 1954. The company did not go broke, but sold its factory to International Harvester who made tractors at the site until the early 1980s. The factory was demolished in 1983.

On the week before our Spring Tour I had given my MGB Lots of Love, fluid change, tyre pressures, brakes, clean plugs, shampoo, wax and an interior Spring Clean. On the morning of the tour I was up and out early driving over to Sunnyvale to pick up co-driver Owen Sturgess. Owen was all set to go when I arrived and so we set off around the western motorway heading towards Ray Small Park. We were a little early so it seemed a shame not to slip into MacDonalds for a flat white and a MacMuffin. Ten minutes later we were at Ray Small's place and joined the happy, optimistic team who were waiting for Neil's briefing and our start.

Perhaps it was an omen, but we got lost in Pakuranga, and drove in circles for 5 minutes, before finding the Clevedon Road and starting our tour proper. The MG sounded sweet as we passed through the town, but after 10 minutes or so, I detected a high tone clattering from the engine. At first I thought it sounded like the exhaust manifold had dropped, but the noise soon became louder and regular, every time I touched the accelerator.

We pulled over and lifted the bonnet, but nothing was obviously loose. We started up again and this time it was running lumpy. By a process of elimination we found that No 3 cylinder was the root of the problem. At that moment Brian and Viv Guest, with Paul Collins in the back pulled over behind us. Paul agreed that something nasty was going on and we shouldn't risk the rest of the rally. We removed No 3 plug and began the gentle but slow return trip back to Owen's place. We moved our gear from the MG over to Owen's lichen patina'd Nissan Terrano and retraced our steps.

We arrived back at Owen's on Monday morning and called upon AA Plus to trailer the MG over to the club. First thing on Tuesday morning Bruce Pitcher, Barry Dew and I whipped the head off (I had previously removed the rocker cover and confirmed no problems at the very top). Once the head was off, the problem was immediately apparent with a blown Head gasket between cylinders 3 and 4. Later that morning I took the head down to North Shore Engine Restorers and they called me at 4pm to say that they had cleaned and skimmed the head, tested all the valves (which were very good). A new top end gasket set arrived on Wednesday morning and I collected the head on Wednesday afternoon. Bruce kindly came in on Thursday morning and we began to put it all back. The engine started again on Thursday, but was racing away so we agreed to call it a day and have a think. On Friday morning it took us less than an hour to identify a pinched throttle lever and fix the problem. I got the bus back down on Saturday and drove it home!

Huge thanks to all who helped, especially to Bruce Pitcher for all his effort and advice in getting the MG back on the road so quickly.



Boom, rattle, clank!

Photo Memories: NSVCC 2023 Spring Tour.

Progress
October 2023



John Castle's Singer ran well.



Lynn and Jim Hefkey relaxing.



Mike Garner tight in the corner.



1933 Triumph GLORIA.



Jim Masson's Fiat on form.



The Stevens' imperious Packard.



History in aluminium tubes.



Vauxhall GY.



Gavin and Sophie cruised in the Escort.



Tauranga riverfront at dawn.

Look how instinctively the mother croc carries the baby in its mouth.

Nature is beautiful.

Huh??? (See next Page)



Mother crocodile instinctively caring for her offspring.



Glorious Ford Twin-spinner.



Captain Pieman.



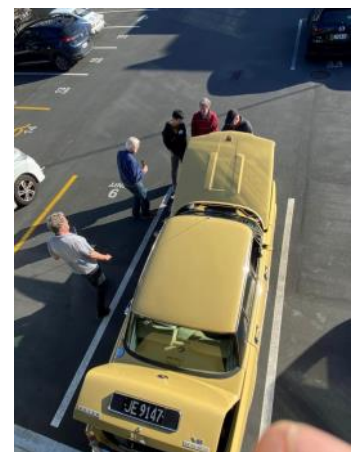
AJ's Garage Paeroa.



Paeroa Parking.



The Lloyd's Daimler.



*Aerial shot of a poorly
Rover 3500.*



More beer cans.



Lunch in the Tractor Museum.

New Members: Aiden Cooper

Central handrail: Has been approved for the main steps.

Rallies: The question of plotted rallies/competitive versus the touring style of the runs was discussed. Comments from members are welcome on the topic.

Storage Shed Costs: Barb Stubbs asked about the Lanchester and Fire Pump in the corner of the Storage Shed both are costing us rental space revenues. Maybe ask the members via Progress how they feel about disposing of the fire pump.

Supplier List: A list of automotive suppliers has been collated by the branch and will be circulated shortly..

Club Vehicles: The committee questioned the purpose of the vehicles acquired by the Club. Do we just restore the vehicles to keep for the museum or do we repair the vehicles and sell for profit to the club. The future of club vehicles needs to be addressed.



*I don't want to tempt providence, but Tony's Sparkes Riley seems to be running wonderfully now.
Thanks to Warwick Orr for finding a set of replacement SU needles and doing the magic!*

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)

Members' Garage Manager: Kevin Lord 027 235 0142 or 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09 947 3042

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