



North Shore
Vintage and
Classic Car Club

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Progress:

The monthly journal of the
North Shore
Vintage and Classic Car Club
February 2024



Welcome back! Here we go with another year at the North Shore Vintage and Classic Car Club. I must admit I did enjoy the break with not having to produce a January edition of Progress. We have just had our annual membership renewal figures and we currently have 201 full members plus 50 partners. Young Mike Garner who produced these figures reckons it's the largest membership that he has known since he joined (when God was a lad). It's quite a daunting experience to join a new club so please continue to offer our now renowned warm welcome to any new member.

I would ask you all to read Tony Sparkes' article in this edition about proposed changes to the structure of the National Management Committee. Wellington and Canterbury Branches are 'up in arms' about the proposed changes and having read the Wellington branch report I must admit that I'm with them.

In this edition I have commented on the future of the Fire Pump AND the Wolseley. If any member has a personal interest in picking up the Wolseley then please talk to any committee member as there is definitely "a deal to be done".

Finally, after five years as editor I have decided to resign from the position after the June 2024 AGM. We therefore need a new editor. Being editor can be as complex or simple as you would like. As a minimum each edition should contain a Chairman's report, a schedule of events and Committee meeting notes (and the editor doesn't write any of those). Anything over those three items is a bonus. We have a strong team of contributors, with plenty of photos being available, ideas for articles and of course downright plagiarism from Mr Google. I am more than willing to help, advise and write articles as part of the changeover if needed. Just give me a call, or drop me an email if you'd like to chat about the role. I started in this role two months after joining the club and so perhaps a new member might take the role?

Stuart Battersby: battersby56nz@gmail.com 022-471-2759

In this edition:

- * **Chairman's Report.**
- * **Long Service Awards:** Three extraordinary recipients.
- * **Project vehicle update:** Fire pump heading South, Wolseley to go.
- * **Branch Delegate reports:** Concern expressed over Management Committee changes.
- * **Petrolhead feature:** We get a full page article in the 'Roddors' magazine.
- * **Another NSVCC Open Day:** Be sure to mark the date.
- * **Master Brass Engraver:** A place in history.
- * **National Veterans Rally:** Dunedin.
- * **Period 'Murican' advertising.** Only in the USA.
- * **Upcoming events:** Now through to February.
- * **Pre-Christmas Members' Car Show:** Photos and text.
- * **Focus on the Marque:** Bugatti.
- * **Contacts.**



Cover Girl: 1908 Bugatti Type 10.

Chairman's Report: John Higham.

January 2024.

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Hello Members,

Welcome to 2024 at the North Shore Vintage and Classic Car Club. We look forward to another great year in the life of the Branch.

Much of the Clive Sandham gifted assortment of trade quality engineering and toolmaker tools and equipment, and his part restored 1939 Singer Sports car, have now been delivered to the Branch. Thank you Clive.

As instructed at the last AGM the committee has distributed to each member (mostly via email and a few with hard copies) the report on possible land sale. If you have not received your copy please advise the Secretary. Please study the report, ask any questions of the committee and prepare for a Special General Meeting in late February 2024 where it will be discussed.

We note the passing of member Brian Cullen over the Christmas New Year period. Brian was a committee member, Vice Chair, and Chair, then Bulletin Editor over a period in excess of 25 years up to 2016. He contributed greatly to the success of the Branch.

John Higham,

Chairman.

09-478-7973 or email: jmhh.higham@gmail.com



Jim Drummond's 52 Chevrolet, previously owned by Brian Cullen.

Membership awards: Arnold Van Zon, John Higham and Ian Watson.

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We celebrated three continuous membership awards at our Christmas Smoko. Arnold received his 50 year membership, John reached 35 years and Ian clocked 25.

Congratulations to all three of you, but Arnold deserves special recognition for the massive contribution that he has made to the club over half a century. In addition to the certificate and exclusive 50 year badge, Arnold was presented with a special celebratory cake, baked by committee member Barb Stubbs and topped with a model Packard.

After posing for photos with the cake, it was promptly confiscated, cut into squares and was quickly consumed by the Smoko regulars! Thanks Arnold!



Dennis Fire Pump: You will all recall that members voted to pass the Fire Pump on to a good home. We are pleased to announce that the pump is heading south to Dunedin into the safe hands of Tom Churchill. Tom is a renowned restorer of Fire Service equipment and works closely with Pete McQuarters of Ashburton. Both are very skilled and will take great care of the it. Prior to finalising the 'deal' I spoke with the original donor of the pump, who was very pleased that we had contacted her and was delighted that we were able to pass tit on to such experienced specialists.



An example of Tom Churchill's work.

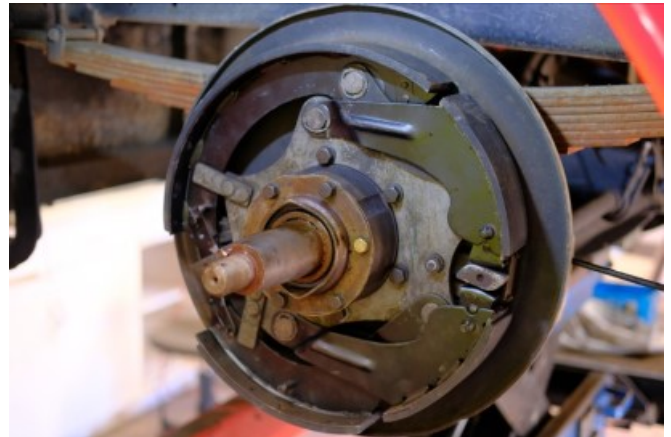


Pete McQuarter's shed in Ashburton.

Wolseley 6/80: Was inspected by the certifier before Christmas and unfortunately has to go. There was significant rust at the bottom of both front inner guards that has probably also affected the A-Posts. More significantly however it seems that the car has had a bit of a knock at some time requiring a repair/replacement to the chassis front cross member. The certifier was not happy with the chassis (it's also not quite square). The cost of repairing these areas (using a certified welder) is likely to be around \$15k..... for a car that will be eventually worth around \$5k. The committee has recommended that we sell the project. We envisage two lots: **Lot One:** the restored engine, which owes us around \$2k. **Lot Two:** the car as is, including a spare engine, new upholstery and numerous other spares. Members interested in purchasing either lot should register their interest with a committee member as soon as possible. As with the Fire Pump, we have spoken to the donors, who are very happy for us to dispose of the car in the most cost effective that we can.

Chevrolet Taxi: A more positive picture here. The certifier has asked us to clean the paint from the boot interior (which we have done and noted a couple of pin holes). Hopefully we can get a positive result and finish this project. It has been suggested that the current drab brown paintwork might suggest a future American WW2 Staff Car re-creation.

Chevrolet Fire Truck: We've been having problems with the truck brakes for some time and after the Orewa Santa Parade we decided to sort things out. We purchased new front shoes and had them profiled at Wairau Brakes. After adjustment they seemed much better, but... the rears were almost ineffective. On further inspection we discovered that there was a hub oil seal failure and the RH rear shoes were totally ruined. New seals and shoes were purchased; nearly another \$1,000 of unplanned expenditure! The new shoes are now being profiled and we hope to get her back on the road in time for the Helensville A&P Show.



Firetruck 4-shoe rear brakes

Bedford Tow Truck: The truck is still up on axle stands waiting for enough hands to bleed the brakes. Once those have been sorted we will engage with a truck certifier and start the process. That is going to be quite a lot more complex than a car certification.



Young Bruce pitcher: 'The Brake Whisperer'

The Morris Eight: Is running well, roadworthy and ready to be used by club members. We just have one tiny "Gotcha" which unfortunately "Got" Kinnon Pang when he had a run in the Morris, just after Christmas. The fuel gauge is stuck on half-full. When you borrow it, top the tank up (it should be left full) and make sure its full when you return it.

The BSA Van: The arrival of Clive's tools and Singer has focussed attention there rather than the van. John Ellis and Colin Austin had been diligently sanding off the T&G in preparation cladding the interior load space. It won't be long before the van moves back into the restoration shed to install the running gear, suspension and mechanicals.

The Singer: Is now in the restoration shed, it's on a chassis and wheels, but there's a lot of bodywork finishing required.

The Lanchester: Remains in a dusty pile at the back of the storage shed. There's a lot of work to be done on current projects before we even think of the future of the Lanchester but I can't help wondering if we really need a 3rd 1930s vehicle??



Proposed structural changes at the national club. Tony Sparkes' comments.

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I mentioned in my last report that the Management Committee (MC) is pushing for major changes to the Constitution of the VCCNZ on the basis that the new Incorporated Societies Act requires it. The Executive meeting last March voted for one of the options supplied by the MC. The option chosen would see one delegate representing several Branches in regions. This is less democratic than the current system. It also puts the onus on one person canvassing the opinions of the other branches in their region, potentially a lot of work.

It has since been proven that the new Act does **NOT** require the major changes proposed and therefore, the choice of any option would have been made on erroneous information supplied by the MC. We are holding the next Exec meeting in March where we are being asked by the MC to finalise these changes. Wellington branch, backed by Christchurch, two of the biggest branches, have made a formal proposal that we reconsider the basis of the change. Their main contention is that the problem has not yet been identified that the MC proposed solution is to be applied. Your committee is in agreement and I will be backing Wellington's proposal.

If anyone is interested in making comments before the Exec meeting and would like to see both sets of proposals, please contact me and I will forward them.



New to the club, a stunning Daimler DB18.



The cute Morrie Traveller swaps back poses with the DB.



Daimler Special Sports 1948 - 1952.

The Daimler Special Sports drop head coupe was constructed by Daimler's in house coach builder Barker on a modified DB18 chassis, which in turn was a development of the successful Daimler Fifteen of the 1930s. It is often reported that the car was built upon a modified Consort chassis, this is a frequently copied mistake - the Special Sports pre-dates the Consort by two years.

All publicity is good publicity: Great coverage for us in the January Petrolhead magazine.

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EVENTS Car displays inside and out

The twain shall meet

From Les Elmer

Whether it's at a vintage, hot rod, single marque or a classic car club gathering, conversation often turns to declining membership, and how to involve younger people.

This dilemma was highlighted at the annual North Shore Vintage Car Club's Members & Friends Car Show at its 40 Mason's Road headquarters on Auckland's North Shore, December 17. It's a great spot with acres of grass, a cracker series of resto/storage/workshop sheds, and a beautifully maintained old villa clubhouse. Thankfully the club has a thriving membership; however the above concern was still expressed.

The event also reinforced the belief that the passion for special interest cars transcends boundaries between vintage and hot rod enthusiasts who were once divided, mostly from the vintage side. In recent years it's not the case, as illustrated by a '28 Model A Ford roadster hot rod, a '51 Cadillac Coupe De Ville, and a '67 Oldsmobile Delta 88 being much admired and photographed by NSVCC members. And then there's the huge success of breakfast cars and coffee type gatherings which attract all sorts of vehicles, with their followers mixing and mingling.



■ Sandra Strickland's stunning '51 Cadillac Coupe De Ville.



■ It wasn't that long ago that hot rodders would have joked about this traditional Model A roadster 'being saved from a restorer'.



■ Cars of various origins and eras playing nicely together.

National Veteran Rally and Prince Henry

Tour: Where have all the Veterans gone from Auckland?

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Last weekend was the National Veteran Rally in Dunedin and from there, many entrants went on the Prince Henry Rally across the deep South. These photos are just a few of a huge number that were recently posted on the national Facebook site. Looking at the photos I was amazed by the overall number of entrants. Now we all know that Auckland Branch and Barry Birchall in particular hosted last year's very successful rally. I don't know the exact numbers but from photographs it looks to me as if there were many more entrants in the South Island version. I started to wonder why that is? Perhaps someone can put me right, but my presumption is that there are simply more veteran cars in the South Island cities than there are in Auckland. More traffic, faster roads, more queues, less tolerant modern motorists?? Am I wrong? Anyone know the answer? Will veterans disappear from Auckland over the next few years?

Open day and Car Show: 21st April 2024. Mark your diary.

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NORTH SHORE BRANCH VCCNZ

Open Day and Car Show

SUNDAY 21 APRIL 2024

Gates open 9.30 – 3.00

All members of VCC Branches and One-Make car clubs are cordially invited to join the North Shore Branch of the Vintage Car Club for:

Car Show

Coffee Cart

Tours of the restoration and storage sheds

All day sausage sizzle
- *with real snarlers*

Prizes



Masons Road, Albany
***Just turn up at any time on
Sunday, ideally in your club eligible
vehicle, any time on Sunday 21 April***

Gerald Anderson: The last maestro of brass engraving.

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*With thanks to the **Fairview Village Newsletter** and **Clive Sandham** for clearing permissions and sending the article over to us.*

Gerald Anderson is the last maestro of brass plate engraving in New Zealand. Gerald recently shared his fascinating life story with fellow members of Fairview Village.

Early Life and Boyhood in Otago and Auckland

Born in Alexandra, Otago, in 1936, Gerald's early days were framed by the landscapes of New Zealand's South Island. By the age of four, the Anderson family had relocated to Mairangi Bay, Auckland. Here, against a backdrop of the Pupuke Golf Course, Gerald's childhood unfolded. Music became a passion for young Gerald as early as age seven when he picked up the flute; an affordable and portable instrument. His academic days at Campbell's Bay Primary were complemented by his love for music and a trip to the Bay of Islands that left a lasting impression. For a brief period during WWII, he attended Te Kuiti Primary School in Waikato, while his parents, involved in the home guard, ensured the home front was secure.

When he later attended Takapuna Grammar School, he found a niche in the Auckland Junior Symphony Orchestra. For over three years, he was part of this ensemble, playing the flute. The annual concerts in the Auckland Town Hall, with him dressed in formal attire of black trousers, dinner jacket, and bow tie, became defining moments of his high school years. But even as music filled his life, another legacy beckoned him— the intricate art of brass plate engraving, a craft he would come to master under his father's guidance.

Mastering the Art of Engraving

The legacy of brass-plate engraving in the Anderson family traces back to Gerald's father, a master of the art and perhaps the only such engraver in all New Zealand. Between 1906 and 1930, he was responsible for creating and engraving the first batch of brass badges that displayed AA membership on the front bumpers of cars. Each was engraved with "Anderson, Auckland," along with a number on the back, and these badges have now become collectors' items. His skills were also evident in grander projects, like the Bishop Lenihan's memorial plate; a magnificent creation measuring 5'9" in height and 2'6" in width, which still graces St Patrick's Cathedral in Auckland 113 years after its creation.

It was at Worrells Jewellers in downtown Auckland that Gerald's own journey into this world began. Under a 5year apprenticeship, he not only learned the basics but was moulded by the very best—his father. The craft then had a raw purity; there was no machinery, just the rhythmic dance of hammer and chisel on brass.

During these early days, Gerald worked on many different projects, from plates engraved in intricate Olde English or Gothic lettering to designs adorned with elaborate borders and scrolls. Each piece was a labour of love, sometimes requiring months of painstaking effort. Two notable works include sundials, one displayed outside Rawene Hospital in Hokianga, the other in the Rose Gardens at Whangarei. These were designed by Gerald and engraved by hand over months. Despite how long these took, they are not the trickiest thing he ever had to engrave. Ships bells, due to their curvature, posed the biggest challenge. With every piece engraved, Gerald continued the legacy of his father, becoming New Zealand's stalwart in a craft many feared was vanishing.

Adventures Overseas and a Love Tale at Sea

Embarking on his OE (Overseas Experience) in the early 1960s, Gerald seized the opportunity to broaden his horizons. After joining the Overseas Visitors Club (OVC) in New Zealand, he flew to Sydney to board a passenger ship bound for Europe—a journey that took six weeks. Upon arriving in London, he found lodging in an OVC hotel and soon connected with three Australian men seeking a fourth companion for their continental tour. Together, they traversed thousands of miles in a 1958 left-hand drive Mercedes Benz. Their adventures were varied and at times intense, most notably at Checkpoint Charlie in Berlin. This notorious border crossing during the Cold War presented a unique challenge; the Australians had to shave their beards to resemble their IDs closely, or they risked being detained.

After six months of camping, driving, and absorbing new cultures, Gerald returned to the United Kingdom. It was in Scotland where his love for the bagpipes manifested into a custom order—complete with Anderson tartan—that he would later pick up on his voyage home.

The homeward journey had its own surprises. Aboard the ship was the New Zealand Brass Band, recent world champions, filling the sea air with melodies. It was on this ship that Gerald met Sue, a Scottish nurse with dreams of Australia. A dinner dance ashore led to immediate sparks; so immediate that within 48 hours, Gerald proposed, and Sue accepted.

While their children were still in school, Gerald and Sue found an opportunity in a stationery shop for sale in Mairangi Bay. Seizing the chance, they purchased the shop and named it 'Anderson's Stationery,' where they made a good living for years. Amid these entrepreneurial pursuits, Gerald never lost sight of his engraving passion. Initially operating from the garage at home, he established Anderson's Engraving. As the business expanded, he teamed up with Tony Casey to co-found ACE Engravers (Anderson and Casey Engravers), where he continued to further his engraving legacy until his retirement.

Throughout his engraving career, Gerald had several standout moments. Among these was the honour of engraving gold medals for the Thoroughbred Racing Association of New Zealand, presented to Queen Elizabeth II during her visit to Auckland. He also won the tender to be the sole engraver for all the medals at the 1990 Commonwealth Games held in Auckland—meticulously engraving hundreds of bronze, silver, and gold medals on their edges.

A Circle of Craftsmanship: Gerald Anderson Restores His Father's Masterpiece

Many years after Gerald's father completed the Roman Catholic Bishop Lenihan's memorial plate, the grand creation had fallen into disrepair. As St Patrick's Cathedral underwent renovations and the memorial plate approached its centenary, the church sought someone with the finesse and skill to restore the masterpiece to its original glory. In an act of poetic destiny, they found none other than Gerald, the son of the original craftsman. With dedication, Gerald refurbished the piece, ensuring it gleamed as brilliantly as the day it was first completed. Yet, he added a touch uniquely his own: on the back, he engraved, "This plate has been refurbished by the son of his father who did this work." In doing so, Gerald ensured that the Anderson legacy, intertwined with the art of engraving, remained immortalised for generations to come.

Upcoming Events: Events through to April 2024.

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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:

February 2024

February 11: Ellerslie Concours d'Elegance: Not a club stand, but well worth attending to see the stunning cars. More details at www.concours.org.nz

February 18: Posh Picnic: Posh picnic to be held close (follow instructions carefully) to Richard & Mary Lloyd's Farm. Mike Swanton will be plotting the route leaving from the Clubhouse. 10.00am meeting for a 10.30 departure. Expected travel time is around 50 minutes. There is a short (around 5k) stretch of extremely well maintained gravel road in the run. Definitely suitable for all vehicles.

February 21: Wednesday evening special: The story of "Grandad's 100e Prefect. The restoration of a family heirloom.

February 24: Helensville A&P Show: We have been asked to attend and create a display of up to 12 vehicles, including the fire truck. Contact Peter Lloyd if interested.

February 28: Branch Special General Meeting: Potential Sale of land: discussion and vote.

March 2024

March 2nd: Couldrey House Music in the Garden. See poster in this edition.

March 3: Brits and Euro Show, Lloyd Elsmore Park: Club stand booked. Contact Stuart if you would like to attend.

March 17: Beaches of Whangaparaoa Episode 2. Simple navigation Treasure Hunt. Different beaches, different route, different lunch venue from previous event.

April 2024

April 21st: Annual NSVCC Car Show: At Masons Road. Any vintage, veteran, classic, rod welcome. Spread the word to all friends and local clubs.

Regular Diary

Committee Meetings: Last Monday of every month, 6.00pm. Observers always welcome.

Tuesday Mornings: Restoration shed open. Coffee and tea at 10am.

Wednesday Evenings: Club night. Coffee, tea and banter, 7.30pm.

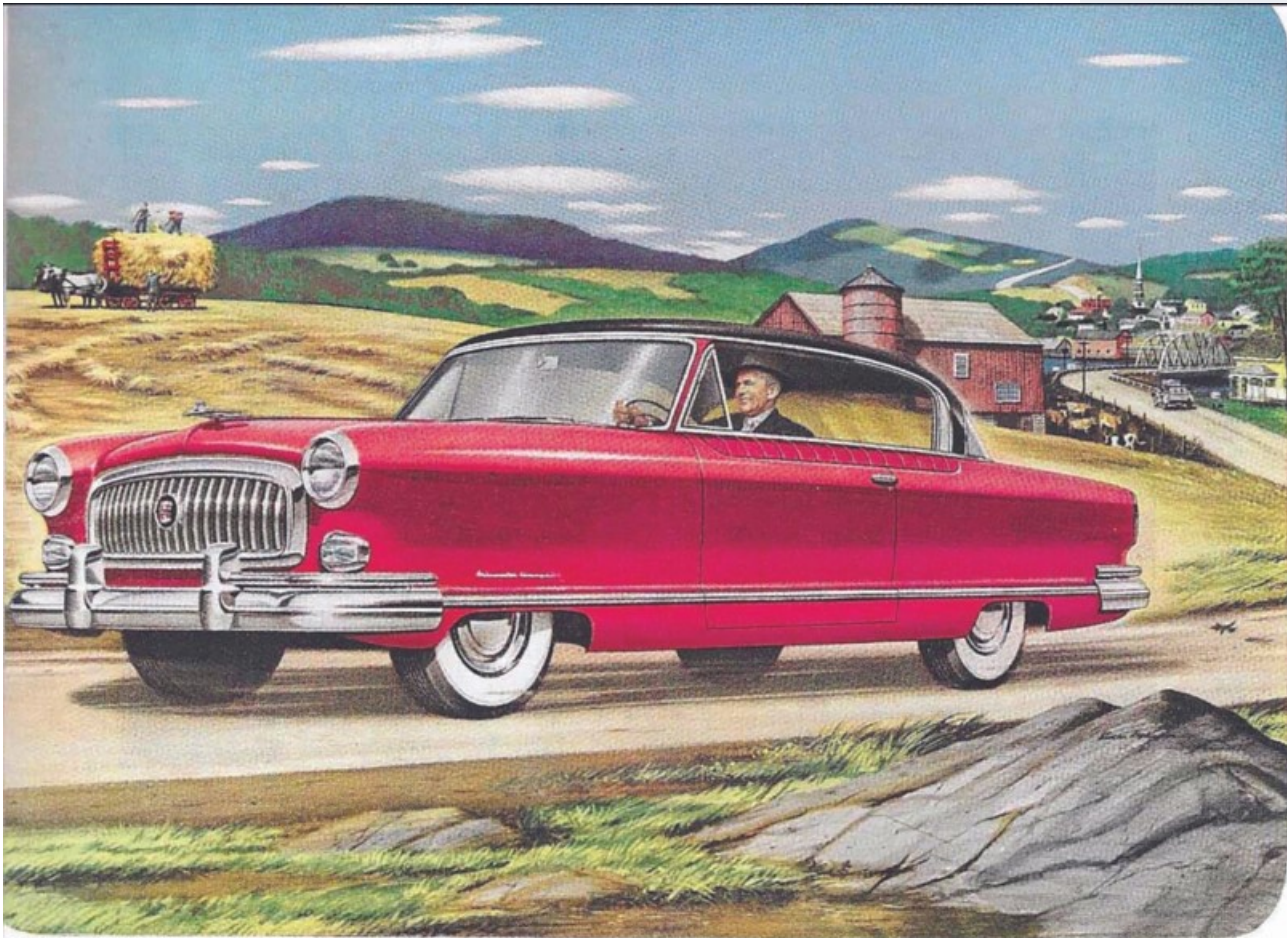
Thursday Mornings: All sheds open. Why not come along and explore the parts shed? Fantastic experience, even if you don't need any bits! Coffee, tea, cakes and savouries at 10.30am. Gold coin donation please.

...And remember...

International Festival of Historic Motoring: Nelson 15-21 March 2026

Nash Ambassador Airflyte: I'm not known for my love of American cars, but this ad is great!

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The Nash Ambassador Airflyte, styled in the continental manner by Pinin Farina. Hood ornament by Petty, white sidewall tires extra.

*To the Boy who wanted
a Stutz Bearcat...*



REMEMBER how you hungered for it? Remember how your pulse raced to its engine throb? That was it . . . that old Stutz Bearcat, Heaven-on-wheels to that boy you used to be!

Today we invite you to be young again—to thrill to the wonder and romance of travel again.

Come and take command of the proudest car ever styled by Pinin Farina of Europe—this new Nash Ambassador “Country Club”!

Come and wonder at true continental styling attuned to American standards of room and comfort . . . the luxury of custom interiors—with the widest seats, the greatest eye-level visibility ever built into an automobile. Relax in airliner reclining seats that ease dawn-to-sunset travel.

Then—feel the pounding of your pulse when the mighty “Le Mans” Dual-Jetfire engine lets loose. For this is the Nash custom power option that holds the top American record in the 24-hour road race at Le Mans, France!

Never have you known such performance . . . and never have you known such handling ease as you have with new Nash Power Steering.

And as the road unreels and new enchantments greet your eye you’ll know why we even built sleeping beds in a Nash. For you’re going to travel as you’ve never traveled before!

Let us put this great car in your hands. Discover why this brilliant Nash Ambassador is today’s heaven-on-wheels for you!

Take the Key and See—
You’ll Find None so New as

Nash Airflytes

Nash Motors, Division Nash-Kelvinator Corporation, Detroit, Mich.



AMBASSADOR

STATESMAN

RAMBLER

Couldrey House Concert: Not a club event, but a little support for our friends at Couldrey House.

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Saturday 02 March 2024

Summer Magic

MUSIC IN THE GARDEN

An evening concert in Wenderholm Regional Park
Featuring **OPERA FACTORY**
performing favourites from opera and musical theatre.

Proudly brought to you by the Friends of Couldrey House Charitable Trust and

THE BOTANIC

SILVERDALE

Bring friends, a picnic, wine, seating, rugs and a torch. Gates open at 4pm.
Concert commences at 6pm. Ticket holders receive free admission to
Couldrey House from 4pm to 5:30pm. Rain Date: Sunday 10 March 2024.

Buy your tickets NOW online at www.eventfinda.co.nz

*Adult General Admission \$45 | *Friends of Couldrey House \$35 | *Booking fees apply.

THE BOTANIC
SILVERDALE



For the love of print

WWW.COULDREYHOUSE.ORG.NZ

Pre-Christmas Members' Car Show: Photos and brief report.

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Our Christmas "Members Only" car show was a huge success with around 40 wonderful cars and no less than FOUR motorcycles, including an amazing motor trike and a cute little mini bike. All the vehicles were in splendid condition. Apologies if your car isn't included here. I have selected the 'best' photos, which most definitely does NOT mean the best vehicle. Huge thanks to all of you who attended. The event was a great success and could well be an annual event.



Pre-Christmas Members' Car Show: Cont.

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Club Captain John Castle organised some very dodgy judging by a team from the Model A Ford club. They were incredibly biased towards 'Murican' cars. As far as I can recall Arnold's Packard won the judging as his car had more green paint on it than any other entrant!!



Pre-Christmas Members Show: More Photos and more new members!

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What a great turnout! It would appear that there were more than a couple of cameras at the event as can be seen from the article appearing in January's Petrolhead magazine. It's so good to be recognised as a club open to any make, marque, type or age

of vehicle. Our openness and publicity on our local Facebook group has contributed to yet another growth in membership. As of today we have 201 members plus 50 partner members making a combined total of 251. This is the largest membership for many years.

Focus on the Marque: Bugatti.

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Overview: *Automobiles Ettore Bugatti* was a German then French manufacturer of high-performance automobiles. The company was founded in 1909 in the then, German city of Molsheim, Alsace, by the Italian-born industrial designer Ettore Bugatti. The cars were known for their design beauty and numerous race victories. Famous Bugatti automobiles include the Type 35 Grand Prix cars, the Type 41 "Royale", the Type 57 "Atlantic" and the Type 55 sports car.



Ettore Bugatti in 1932.

The death of Ettore Bugatti in 1947 proved to be a severe blow to the marque, and the death of his son Jean in 1939 meant that there was no successor to lead the factory with no more than about 8,000 cars made. The company struggled financially, and it released one last model in the 1950s before eventually being purchased for its airplane parts business in 1963. In 1987, an Italian entrepreneur bought the brand name and revived it as *Bugatti Automobili S.p.A.*

The Ettore Bugatti Period: The founder Ettore Bugatti was born in Milan, Italy, and the automobile company that bears his name was founded in 1909 in Molsheim located in the Alsace region which was part of the German Empire from 1871 to 1919. The company was known both for the level of detail of its engineering in its automobiles, and for the artistic manner in which the designs were executed, given the artistic nature of Ettore's family (his father, Carlo Bugatti (1856–1940), was an important Art Nouveau furniture and jewellery designer).



1922 Bugatti Type 13 Brescia Sport-Racing.

World War I and its aftermath: During the war Ettore Bugatti was sent away, initially to Milan and later to Paris, but as soon as hostilities had been concluded he returned to his factory at Molsheim. Less than four months after the Versailles Treaty formalised the transfer of Alsace from Germany to France, Bugatti was able to obtain, at the last minute, a stand at the 15th Paris motor show in October 1919. He exhibited three light cars, all of them closely based on their pre-war equivalents, and each fitted with the same overhead camshaft 4-cylinder 1,368cc engine with four valves per cylinder. Smallest of the three was a "Type 13" with a racing body (constructed by the Bugatti themselves) and using a chassis with a 2,000 mm (78.7 in) wheelbase. The others were a "Type 22" and a "Type 23" with wheelbases of 2,250 and 2,400 mm (88.6 and 94.5 in) respectively.



1921 Bugatti Type 23.

The company also enjoyed great success in early Grand Prix motor racing: in 1929, a privately entered Bugatti won the first ever Monaco Grand Prix. Bugatti's racing success culminated with driver Jean-Pierre Wimille winning the 24 hours of Le Mans twice (in 1937 with Robert Benoist and in 1939 with Pierre Veyron).

Bugatti cars were extremely successful in racing. The little Bugatti Type 10 swept the top four positions at its first race. The 1924 Bugatti Type 35 is one of the most successful racing cars - developed by Bugatti with master engineer and racing driver Jean Chassagne who also drove it in the car's first ever Grand Prix in 1924 Lyon. Bugattis swept to victory in the Targa Florio for five years straight from 1925 through 1929. Louis Chiron held the most podiums in Bugatti cars, and the modern marque revival Bugatti Automobiles S.A.S. named the 1999 Bugatti 18/3 Chiron concept car in his honour. But it was the final racing success at Le Mans that is most remembered—Jean-Pierre Wimille and Pierre Veyron won the 1939 race with just one car and meagre resources.

In the 1930s, Ettore Bugatti got involved in the creation of a racer airplane, hoping to beat the Germans in the Deutsch de la Meurthe prize. This would be the Bugatti 100P, which never flew. It was designed by Belgian engineer Louis de Monge who had already applied Bugatti Brescia engines in his "Type 7.5" lifting body.

Family tragedy: The death of Ettore Bugatti's son, Jean Bugatti, on 11 August 1939 marked a turning point in the company's fortunes as he died while testing a Type 57 tank-bodied race car near the Molsheim factory.

Post World War II: World War II left the Molsheim factory in ruins and the company lost control of the property. During the war, Bugatti planned a new factory at Levallois, a northwestern suburb of Paris. After the war, Bugatti designed and planned to build a series of new cars, including the Type 73 road car and Type 73C single seat racing car, but in all Bugatti built only five Type 73 cars.



1908 Bugatti Type 10: Early race legend.



1924 Bugatti Type 35, perhaps the most successful.



Mid 1930s Bugatti 100P Aircraft.

Development of a 375 cc supercharged car was stopped when Ettore Bugatti died on 21 August 1947. Following his death, the business declined further and made its last appearance as a business in its own right at a Paris Motor Show in October 1952. After a long decline, the original incarnation of Bugatti ceased operations in 1952.



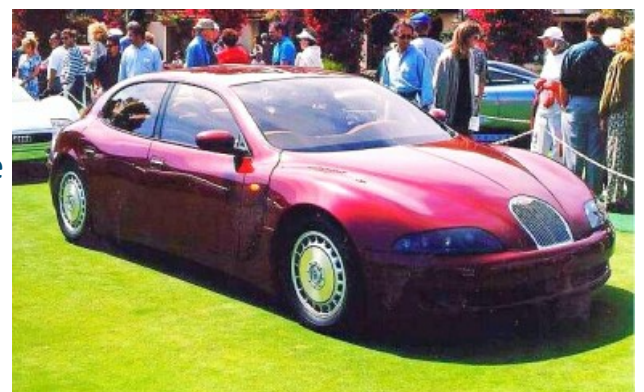
Stunning Post-war Bugatti Type 73A

Design: Bugattis are recognized for their focus on design. Engine

blocks were hand scraped to ensure that the surfaces were flat so that gaskets were not required for sealing, and many of the exposed surfaces of the engine compartment featured *guilloché* finishes on them. Safety wires were threaded through most fasteners in intricately laced patterns. Rather than bolt the springs to the axles as most manufacturers did, Bugatti's axles were forged such that the spring passed through an opening in the axle, a much more elegant solution requiring fewer parts. Bugatti himself described his competitor Bentley's cars as "the world's fastest lorries" for focusing on durability. (According to Bugatti, "weight was the enemy").

Attempts at revival: The company attempted a comeback under Roland Bugatti in the mid-1950s with the mid-engined Type 251 race car. Designed with help from Gioacchino Colombo, the car failed to perform to expectations and the company's attempts at automobile production were halted. In the 1960s, Virgil Exner designed a Bugatti as part of his "Revival Cars" project. A show version of this car was actually built by Ghia using the last Bugatti Type 101 chassis, and was shown at the 1965 Turin Motor Show. Finance was not forthcoming, and Exner then turned his attention to a revival of Stutz. Bugatti continued manufacturing airplane parts and was sold to Hispano-Suiza, also a former auto maker turned aircraft supplier, in 1963. Snecma took over Hispano-Suiza in 1968. After acquiring Messier, Snecma merged Messier and Bugatti into Messier-Bugatti in 1977.

Bugatti now: In 1987 the Bugatti brand was acquired by an Italian entrepreneur. Bugatti has since changed hands many times. Along the way supercars such as the Veyron and the Chiron have taken the breath away with their stunning speeds (and cost!). In November 2021, the company became part of Bugatti Rimac, a joint venture between Rimac Group and Porsche AG. Since November 1, 2021, the company has been led by Mate Rimac as chief executive officer of Bugatti Rimac.



1993 Prototype (VCC Qualifying??) Bugatti EB112

First of February Smoko: Photos thanks to young Tel Costello.

Progress
February 2024



"Thursday Smoko starts at 10.30 and not a second earlier!". Mike and Jim explain the rules.



Gerald Miller checking the "Freebie" magazines on the new rack. Hand on the hip! Posed?



Gerald Miller's 3.5L Rover V8. Note the Union Jack on the roof to differentiate from the other two tan Rovers in the club.



It's all down to mathematics as John Ellis starts the cladding around the rear corners of the BSA load space.



The Fire Pump in the yard ready for collection.



Gorgeous white Chrysler, but your 'finger-on-the-pulse' editor is unsure about who is the owner. Help!

Committee Notes: Precis of January 2024

Committee Meeting from Maurice Whitham.

Progress
February 2024

New Members: Rauly Wilson, Jordan Tolsma, Nathan Gonzales, Glen Smytheman

Meeting Notes:

Museum Progress: Need a good tidy up before 21 April 2024. B. Stubbs raised the issue and will review the situation.

Villa Stairs Handrail: Still a work in progress. Need to repaint grip surface on step

Paint in Dangerous Goods Shed: T. Flude to check on Thursday. Some needs to be disposed of.

Car Reports: A. Lunt raised the issue of reports. Chev paint mostly ground off prior to inspection return.

Special General Meeting – Wednesday 28 February 2024 at 7.30 pm to discuss the possible land sale. Club members will receive the formal calling notice for the S.G.M. together with this edition of Progress. Make sure that you voice your opinion.



L-R Jim Woonton, Warwick Orr and Neville Gregory inspect our new Singer.

There's probably a reasonable caption contest here?

It occurs to me that we should name the vehicle as "Pearl".

We all know that "Pearl's a singer" (1977 hit for Elkie Brookes)

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

Magazine Editor: Stuart Battersby: 022 471 2759 or email battersby56nz@gmail.com

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