



North Shore
Vintage and
Classic Car Club

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Progress:

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



We've now been back in New Zealand for just 6 days and are gradually getting over the jet-lag. It was great to see the family and grand-children again, but I'm afraid we weren't so impressed with a rather run-down, lacklustre England. I managed to get out to a couple of big car shows, both unfortunately spoilt by the wet weather. You should be able to click (*press Control and click mouse together*) on the links below to give you an idea of the way the Brits do car shows:

[Passion For Power - Tatton Park 2023 pt.1 - YouTube](#)

[Passion For Power - Tatton Park 2023 pt.2 - YouTube](#)

I have been thinking about selling the MG and have been trawling Trade-Me for the past few days. I was very set on a Jaguar XJS, but despite the car being very long I think I will struggle to fit my slender athletic frame in one. I'm still looking but at the moment the MG continues to drive wonderfully, so I'm not in any rush.

You will see from the Committee Notes that the subject of freeing space in the garage has come up again. If we decide to dispose of any project vehicles we do need to make sure that the membership agree with the committee on the subject. We could canvas opinions on Thursday mornings, we could run some sort of email ballot or we could even hold a General Meeting. Personally I think an email style voting ballot might be the best solution. Any thoughts?

We have a very full edition this month with plenty of interesting articles supplied by our members. I think an article by one of our self-confessed "low key" members, Nick Rump is the most interesting. Nick has given us full chapter and verse of his first ever restoration project. It's a 'must read' piece.

Stuart Battersby: battersby56nz@gmail.com

In this edition:

- * **Chairman's Report.**
- * **Daffodil Day:** Report.
- * **Delegates Report:** Tony Sparkes takes up the reins.
- * **Workshop safety:** An article from some chap called 'CROC'.
- * **Upcoming events:** Now through to December.
- * **Honda 90 Restoration:** Nick Rump.
- * **Focus on the Marque:** Chalmers.
- * **Costello's Camera:** Terry shoots again!
- * **August Committee Notes.**



*Cover girl this month is a
1913 Chalmers Model 17.*

Chairman's Report: John Higham, August 2023.

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Hello Members,

Another quiet and very wet month.

Members of the committee had a meeting in our club rooms with two representatives (one, the Project Lead, a civil engineer) from Te Tupu Ngatahi - Supporting Growth (alliance between Auckland Transport and Waka Kotahi NZ Transport Agency). Their possible requirements for part of our property are being re-evaluated before they submit their plans for approval to management of AT and NZTA late September 2023.

Thank you to Maurice Whitham for his enlightening and often humorous presentation on the police investigation into the sinking of the *Rainbow Warrior* last Wednesday evening.

A couple of written submissions on the pros and cons of a possible (portion) land sale have been received. If you have a contribution for the committee to consider, please send it to the Secretary at northshore@vcc.org.nz

John Higham, Chairman.



Necessity is the mother of invention: Neville and Peter wheel out a repair panel using Neville's home made roller.

Daffodil Day Report: Supplied by Dee Humphries, Waitemata Branch (Photos by Andrew Lunt).

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For some years now we have combined three Vintage Car Club Branches for the VCC Daffodil Day Rally for Cancer. Waitemata, North Shore and Warkworth/Wellsford. My task has been to organise the start of this event, North Shore does the Instructions and Warkworth/Wellsford organises the finish.



A couple of MX5s lead away from a wet and gloomy airfield.

The event always used to start at Smales Farm car park just off the motorway at Northcote but as more development has continued there we have lost the parking area we once had. A new start venue had to be sought and Waitemata Club Captain, Stan Smith came up with the use of the concrete area around the hangers at Dairy Flat airport where he can be found almost seven days a week. Stan restores old aeroplanes.



Nice to see Paul Collins' sleek Humber.

This venue has done us proud and we could handle around 100 vehicles but as time has gone on and more buildings have been erected and the activity at the airport has grown so too has the red tape around the use of the airport grounds.



Great turnout at Matakana

Everything has been organised, including the coffee cart, and the marshals are 'tee'd' up, then, a bombshell hits two days prior to the event. Airport management were not happy. I immediately broke out into a hot sweat but after some frantic phoning Stan got the OK to continue proceedings but we needed tell all who arrive that they must stay on the sealed area and if they wandered off into the airfield beyond the cones they will be prosecuted.

As the weather continues to bombard Auckland we awoke to another day of rain but my trusty team of helpers arrives, so too the rally instructions and a good number of marshal volunteers from the North Shore Branch.

By 8.30am we are ready, although a little damp, for the swarm of vehicles. A misty drizzle forces the registration table into the entrance of a hanger and folk hover around there trying to keep dry. The participants start rolling in and the marshals do a great job of parking and giving the airport communications and nobody wanders off. The coffee cart is producing coffees as fast as a one man band can and by 10am we have about 60 cars of all makes and models. Remember this event is open to the public, not just for vintage car members. An indemnity form needs to be signed at registration and \$10 per car is handed over for cancer and a set of driving instructions is given in return.



Stunning black Ford Zephyr and a yellow car.

The cars have all gone by 10.15am and they're on route to Matakana where a metalled field and Warkworth/Wellsford VCC members are waiting to welcome and park our team of cars as well as cars from the north. The cars from the north didn't want to come down to the airport only to have to drive north again. Understandable.

By the time the cars left the airport the weather had cleared a little but it remained very cold and by 4pm the day had once again turned to miserable rain.

In our Branch Flyer we had asked attendees to bring cash as last year we had lots of people wanting to pay the \$10 by eftpos and this time we were lucky enough to get the use of an eftpos machine for free, thank you Keith Elliot, it did get used and was greatly appreciated at both the start and end venues. Yes, Keith was the first car to leave the airfield and he drive directly to the Matakana finish via the motorway with the eftpos machine while the rally instructions put the entrant cars onto a more scenic route.



A very nicely presented Model T at Matakana.

By 10.45 the airfield sealed area was back to normal and hopefully airport management couldn't even see where we'd been.

Thanks to all who helped, pity we didn't make a fortune (total \$1632.80) but I'm sure every dollar we collected will help towards the good work that the Cancer Society tirelessly continues to do.

Dee Humphreys,

DD Co-Ordinator for Waitemata VCC Branch.

Delegates Report: Tony Sparkes reports from the recent Executive and AGM in Nelson.

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The meetings were held in Nelson and ably hosted by the Nelson branch.

At the Executive Committee (EC) meeting the main decision made was to increase the National membership subscription by \$25 plus gst. The main reason given was the increase in costs of production of Beaded Wheels magazine. The vote was not unanimous.

There is still no consensus on the Constitution update. The Management Committee (MC) have agreed that the new statute will not require a new club structure contrary to prior information given to the EC. A consultant lawyer from a firm doing many Inc. Societies updates joined us on Zoom. He used an analogy of a ship. The captain and officers direct the crew to the daily tasks needed. However, in a helicopter hovering above are a smaller number of people giving direction to avoid hazards etc.

The VCCNZ current structure has 46 in the helicopter. The Wellington delegate questioned the need for a structural change. The President mentioned that it has taken four years to get the online membership system working, implying that it is the fault of the structure. The lawyer had proposed 4 options, previously circulated, which we as a branch, must study and decide on our stance. There is to be a two day workshop in March to discuss and finalise options to be put to the membership.

The Vero International Festival Of Motoring 2026 has been awarded to Nelson to host.

The Notice of Motion was passed by 89.6% of the 1158 votes cast.



Riley RMA Ute:

Two interesting shots captured by Chris Field on a recent visit to the Gosport Submarine Museum near Portsmouth, UK.

I understand that Tony Sparkes is considering the future of his own RMA.



Safety: A report by Croc!



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I was very down heartened when my master stopped wearing me to Thursday workshop mornings; I always enjoyed meeting up every week with my fellow softie friends.



*Who owns
the Crocodile-
Skin work
shoes??*

Actually, I was really upset, and shed a bucketful of crocodile tears, but my master is a very kind, intelligent and thoughtful man (don't believe what the Ford Model T and Model A owners tell you) and he carefully and helpfully explained the reason to me.

He told me that workshops were dangerous places and that it was not unknown for heavy and/or sharp pieces of metal to fall onto people's toes. A friend of his had explained that safety boots, with steel toecaps, would protect the wearers toes, whereas crocs or other soft shoes would be damaged, along with the foot and toes inside them. I was horrified to hear this and realise that, for several years, not only had I been at risk from damage, but that my wonderful and warm-hearted master might also have been hurt.

He introduced me to John (Bull) a big tough pair of safety boots that he now wears to Thursday morning club sessions, and,



Above: John Bull and Croc.

Below: Yet more 'Softie' friends



although I am sad not to see my softie friends any more.

I completely understand why John now goes out with him, and I am happy to think that his toes are safe, and that John is so protective of him. John tells me that he is getting on very well with the other tough steelies, but is constantly amazed that so many people in the workshop still wander aimlessly about wearing softies. (The chaps in steelies are much more resolute and hardworking.)



Tough guys: The steelies keep their owners safe and sound in the dangerous workshops

I have no hard feeling against John (he is becoming a good mate) and am not as lonely as you might think because I have another friend at home who I call Greenie, an attractive pair of green crocs, very like me, who helps with the gardening. I do the technical stuff in the garage.

So, my message to all my softie friends is – speak to your master and explain patiently to him (he will be less intelligent than my master otherwise he would already be wearing steelies, so speak slowly and clearly) that it would be a good idea to wear tough safety boots in the workshop.



Greenie and Croc share a joke.

With love from **CROC**.



Rainbow Warrior Presentation: A Wednesday night special presentation.

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A special thanks go to our Branch Secretary, Maurice Whitham for his extremely interesting presentation given to our Wednesday night group on the Rainbow Warrior bombing and subsequent investigation.



A few photos from the event where NZ Police Detective Inspector (retired) Maurice Whitham gave us a unique insight into the bombing and subsequent investigation.

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:

September

September: 15,16,17 Spring Tour: Tauranga, Whakatane and Rotorua. Organisers Bruce Pitcher and Neil Beckenham. thebeckenhams@gmail.com or bruce_pitcher@yahoo.co.nz

October

October 22: The Best Garage Raid ever!: Club Run to Orewa/Whangaparoa area visiting an Austin collection and other classic collections. Depart Masons Road at 10.00am prompt. Lunch at DD's Café, Waitoki.

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.

Honda S90Z Restoration: Rescued from the rubbish heap.

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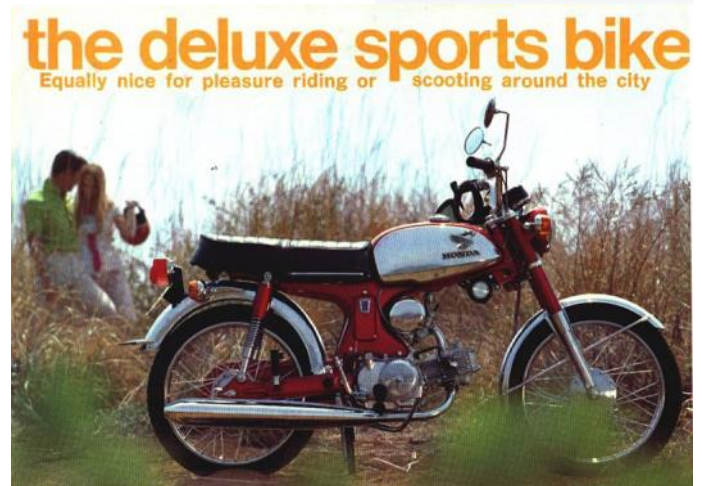
The Honda Sport 90, Super 90, or S90, was a 90cc ultra lightweight new design motorcycle, the engine based on the Honda Super Cub, and was made from 1964 to 1969. From what I gather, the **S90Z** is a later ('66 onward) model made in Indonesia after a company there bought reproduction rights from Honda. It is a more 'de luxe' model, with more chrome.

This restoration happened pretty much by accident – it was the result of a few related incidents.

Some history: I was never a motorbike person. Probably like many teenagers my mother promised to “put an axe through” any motor bike I brought home so I started my driving life with a 1962 Vauxhall Victor which I wish I still had. I got into motorbike restoration by a series of linked events, the first being my teenage sons wanting to try Trail Bike/Motocross riding. My only experience with motorbikes was in the early 1970's when I was a farm hand. In 1974 my boss bought a brand new Honda CT90 and this became my daily work horse. I had horses as well but the CT90 was a great machine for getting around the farm quickly and could just about go anywhere a horse could go. Being a step-through with centrifugal clutch I figured this would be the ideal machine for the boys to learn on and develop some riding skills.

The next step was **Trade Me**. I ended up buying 3 CT90s – one for each of us. The first one was a very tidy, original condition 1969 K0 and two K3s. The boys later progressed to “real” trailbikes – a Yamaha WR200 and a Kawasaki KX80 but I got myself a Honda XR200. For an older person with little to no real riding skills the XR200 was great bike. I still have the CT90K0 and one of the K3s. Eventually the boys found other things to distract them and lost interest in the bikes so I sold them.

At the time I was a stay at home dad and semi-retired so had little bit of spare. I liked the “little Hondas” and thought it would be good to have small collection of 50cc and 90cc bikes which resulted in a bit of wheeling and dealing in Honda Cubs and parts.



Original Advertisement



Early days



Frame in primer.

Honda S90Z Restoration: Cont.

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Then an old Honda 90 popped up on **Trade-Me**. It was advertised as a S90 that had been rescued from a pile of rubbish. The guy who rescued it was a British bike enthusiast with no interest in Japanese bikes but he hated to see any old bike go to the scrap dealer. I knew nothing about the S90 but because I already had a couple of Honda 90's it was worth a go to try and fix it up. I won the auction and after getting the bike home I soon discovered it was going to be a bit more than just a "fix up". After checking the engine and frame numbers I discovered it was a S90Z and some further investigation showed the bike was mixture of S90 and S90Z parts. Because the frame and engine were "Z" I decided I should restore it to a factory original Z model. This is a good point to point out I had absolutely no experience or skills needed to restore an old motorbike so I had to teach myself everything.



Head: Before and after:



Great work!

The first task was to strip it down to a bare frame. I bagged and labelled every last nut and bolt so I would know where it went later. The next was to start sourcing the parts I need. This is where I became acquainted with my friends "google" and "eBay". The biggest difference was the fuel tank, tank panels and badges. It wasn't too long before I found these parts and after parting with quite a few dollars I had them all.



Finished engine and transmission.

The body, tank, headlight bucket and a few other small parts need painting so first they had to be stripped. I bought a cheap sand blasting gun and a bag of garnet to do the job. I lined my high sided trail with a tarp to catch as much of the media as possible so as not to run out before the job was finished. This exercise brought me to the realisation I need a small sand blasting cabinet so back to my favourite tool retailer for a for a cheap unit, a bag of garnet and a bag of glass beads. The glass beads were for cleaning up all the aluminium before polishing and to clean up the head, barrel and carb etc.

For paint colour I thought it would be good to do it in it's original colour which was Candy Apple Red, but the quotes I got from spray painters were ridiculously high (even after I had done all the prep work) so I had to change tack and decided to paint it myself in gloss black. Quite a challenge for someone who did not have a spray booth or had ever used a spray gun – rattle cans was the only spray painting I had done.

Honda S90Z Restoration: Cont.

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The guys at the paint shop were really helpful with tips on mixing and thinning etc. so it wasn't long before I was painting like a pro in my plastic sheet spray cubical hanging in my garage. The results were not perfect but pretty damn good for a novice.

All the chrome work and nickel needed re-plating so here was my next big learning curve. I took all the parts to a local plating company to get a price. The price was through the roof, just like the spray painters, so I asked for a breakdown to enable me to decide what to do. I discovered the largest expense in the plating process was the "polishing" which they outsourced, so the best option was to pay them to strip the chrome, take it home and polish it then return it for plating. I didn't have a buffing wheel and had never done metal polishing but that wasn't going to stop me. Off to the Tool Shed to buy a bench grinder and some polishing wheels. After a bit of YouTube and some practice I had just about mastered the skill. I restored the old tank while I was waiting for the correct one to arrive. The chrome tank panels were badly pitted so I had to try and sand the pitting out. I did it all with a palm sander and by hand and managed to get almost all the pitting out. Some of the other parts needed a bit of sanding and polishing. I also polished all the nuts and bolts that needed chrome or zinc and returned it all to the platers. The guards and exhaust were beyond saving so I had to buy new ones. I also polished some of the aluminium parts.

I bought aftermarket rims and spokes and taught myself how to lace wheels on a home built truing stand. I first bead blasted the hubs and brake plates and polished them. Saved myself heaps doing this and the result was very satisfying.

Next job was the engine but I had never pulled apart an engine before so the next purchases had to be a Workshop Manual and Parts List and a few more tools including a torque wrench. I replaced everything in the engine except the crank – this would later prove a big mistake. I was totally new to this and had not seen all the metal that was in the oil when I drained it. Besides I had read that the crank in these small engines was "bullet proof".



The devil is in the detail.



Shocks, as new.



A LOT of hard work in these.



Glossy frame

Honda S90Z Restoration: Cont.

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I had donor engines for any worn/damaged parts and bought new parts like piston and rings, valves and springs, clutch plates, oil seals etc. I had trouble lapping the new valves into the valve seats so took the valves and head to an engine reconditioner and for \$10 per valve he seated them and he also checked and honed the bore.



After assembly and installation in the frame I had a few problems with the gears. I figured I must have done something wrong when putting it back together so I had to dismantle it again (good practice) and replace the gear set with one from another engine that I knew was working properly. Back in the bike and all working well.



Next is where the VCC enter the picture. To get it vinned I needed a Historic Motor Vehicle Date of Manufacture & Authenticity Statement. I figured seeing as I was basically retired and would be doing more restorations the easiest thing to do was to join. Little was I to know it would only be a year or so before I was forced back work and all bike restoration went on hold. The bike successfully went through the vinning process and was registered and warranted and now on the road.



I am not an experienced rider so I only took the bike for a few short trips in my local area. A couple of years later we were temporarily living semi rural so thought I would take the S90Z for a long run on some quiet country roads. This is where not checking the crank came back to bite me in the backside. After riding for about 20 minutes to engine seemed to be playing up a bit – slowing down, not accelerating . As I came to a stop the engine cut out. I thought it might be fuel or spark related so I checked the tank, petcock, fuel lines, spark plug etc. but nothing seemed out of place. I gave it a kick and it started and ran ok, but 5 minutes later while on SH1 it suddenly came to a dead stop and was seized solid. I had just enough time to get the clutch in and coast to a small layby and out of danger. It stayed this way for the next year or so until we moved back to Auckland where I had a workshop to fix it.



I thought it must have been a seized piston but after finally getting it apart I found the crank bottom end bearing was the thing that seized. Easy fix with a crank from a spare S90 engine but not before checking all tolerances.

I stated at the beginning I wanted to restore it to factory original and that is what I did. However I liked to look of the up swept scramble pipe and the café racer seat so it was back to eBay to source the parts. It didn't take long to find the high pipe and scrambler clutch cover and there are plenty of aftermarket seat in Thailand . I like the result but it might upset the purist.

Since this first project I have become completely obsessed with every Honda from the 1960's, 70's and early 80's. I have amassed a collection of magazine adverts, sales brochures, dealer posters and workshop posters numbering in the thousands. I also collect genuine Workshop Manuals and Parts Lists as well as Owners Handbooks. As if that wasn't mad enough I also have dozens of diecast and kitset models and just about anything else with a Honda logo on it. I even recently bought a very tidy 1983 Honda City so I had somewhere to keep my Motocompo. In due course I intend to do a resto on the City as well.

I am now retired (I hope) so I can get on with my next project which will be a C77 Dream – not a full restoration – this will be “survivor”.

Nick Rump

North Shore Branch

We stand back in awe and applaud you Nick. Great restoration and fantastic article. As a branch member that we hardly ever see, you must come over one Thursday and let everyone see your wonderful work.



Focus on the Marque: Chalmers.

The Chalmers automobile played so large a part in America's automotive history that it's a wonder many people have never even heard of it. Mr. Chalmers and his automobile company touched many manufacturers and historic figures.

It's hard to believe today, but at one time the electric cash register was one of the biggest growth industries in the world, and National Cash Register was a dynamic company that made many people wealthy. One person who benefited was Hugh Chalmers, Vice-President of National Cash Register, who in 1907 was earning the unbelievable salary of \$72,000 a year. Anxious to possess his own company, Chalmers jumped at the chance to become a partner in the Thomas-Detroit Company, which built Thomas automobiles in Detroit under an agreement with the E.R. Thomas Motor Company of Buffalo, New York. This was the same company, by the way, whose Thomas Flyer would later win the now-legendary 1908 New York to Paris race.

To gain entry into the auto industry, Hugh Chalmers bought E.R. Thomas's stake in Thomas-Detroit, which was renamed Chalmers-Detroit in July 1908. The other existing partners in the company included co-founders Howard Coffin and Roy D. Chapin, former Oldsmobile employees anxious to move up in the auto business.

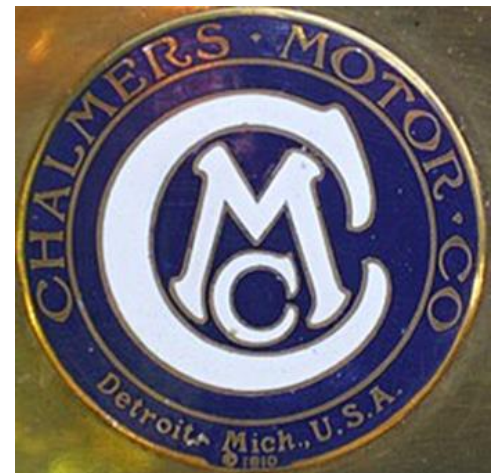
Chalmers-Detroit cars sold in the \$1,500— \$2,800 range. When Coffin proposed an under-\$1,000 car that he'd designed, Chalmers proved unenthusiastic. So, Chapin and Coffin convinced Detroit department store magnate J.L. Hudson to invest in their new car which, aptly enough, they named Hudson.

Since Chapin and Coffin wanted to go in one direction, and Chalmers another, it wasn't hard to predict what happened next. Coffin and Chapin bought out Chalmers' investment in Hudson, and Chalmers bought out Chapin and Coffin's investment in Chalmers-Detroit. Chapin and Coffin's Hudson Motor Car Company went on to great success.

Hugh Chalmers now had his own company. It had an outstanding reputation, having won several races in 1908-1909. In addition, Chalmers-Detroit cars were often owned by wealthy and prominent families, including the Vanderbilts and the Rockefellers. In 1910 Chalmers' line of automobiles included six models in the Thirty (30-hp) series and three models in the Forty (40-hp) series. Prices ranged from \$1,500 to \$3,000.



Hugh Chalmers



Chalmers Motor Company

| | |
|-----------------|---|
| Industry | Automobile |
| Founded | 1908 |
| Founder | Hugh Chalmers |
| Defunct | 1923 |
| Fate | Merged with Maxwell automobile renamed Chrysler |

Headquarters Detroit, Michigan

Products

- Open touring car
- Sedan
- Limousine

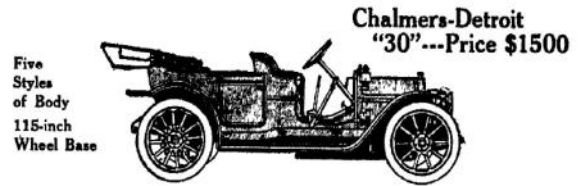
In late 1910 the company was reorganized as the Chalmers Motor Car Company and the car's name was shortened to Chalmers. That year, a Chalmers won the coveted Glidden Trophy. The brand grew in popularity, with sales climbing slowly, though steadily. But Hugh Chalmers wasn't satisfied with that level of success. He proposed setting a goal of 60,000 units in annual sales and calculated that lowering prices across the board would bring that about. Chalmers also added the Model 6-30, a six-cylinder, 30-hp touring car offered at the bargain price of \$1,050, lower than any Chalmers had ever sold prior.

But he made one fatal mistake. Chalmers decided to ship cars to dealers regardless of demand, which yielded two results: The company reached peak sales of 21,408 cars for 1916; and its dealers were clogged with thousands of unsold examples. Naturally, these had to be carried over to the following year when sales fell nearly in half. With dealers now ordering fewer cars—they had plenty on hand—finances were stretched to the breaking point. In 1917, Chalmers was rescued by the Maxwell Motor Company, which leased Chalmers' plants for five years for \$3 million. Chalmers began producing Maxwell cars in its Detroit plant.

That might have saved the company had a severe post-World War I recession not hit in 1918. By 1919, both Maxwell and Chalmers were in financial dire straits and in 1922 they agreed to merge. But losses continued until the banks finally asked Walter P. Chrysler to step in and try to save them. In the end, Chrysler didn't save Chalmers but did save Maxwell, then used it to launch a new brand, Chrysler, which became an instant success.

Some people still wonder: Did Walter Chrysler really try to save Maxwell-Chalmers, or did he use it merely as a stepping-stone to owning his own company? Maxwell certainly prospered under his control.

The last Chalmers cars were 1924 models built in late 1923; the new Chrysler debuted in January 1924.



The 1910 Models Are Here

You have seen the announcements, now please see the cars. You will be as amazed as were we. You will say that not half has been told.

The Chalmers-Detroit "30" has a 115-inch wheel base this season and 34-inch wheels. It has size and room, and all the appearance of the costliest cars. Yet the price remains \$1,500.

The Chalmers-Detroit "Forty" has a 122-inch wheel base, 36-inch wheels, and room for seven passengers. It is upholstered in hand-buffed leather—finished in the costliest way. Yet the price remains \$2,700—gas lamps, gas tank and magneto included.

For each of these cars we are selling a top for very much less than the usual price.

A Limited Supply

Last year the demand for these cars exceeded the output by \$1,200,000. This year, with all these improvements, and thousands of the cars in actual use, there is sure to be a much greater shortage.

For these cars have no real competition. You can easily see that no other cars begin to give so much for the money. And no cars have made such records.

The whole 1910 output was sold to dealers before the first car was delivered. One-third the whole season's output has already been sold to users. For most people now buy their machines in the fall, when the new models come out.

The cars which we now have under contract are all the cars we can get. The makers have already turned down orders for hundreds of additional cars.

We don't mention these facts to urge a hasty choice. But we do advise that you see these cars at the earliest opportunity. Judge if you want one, after making all your comparisons. If you do, let us fix a date of delivery so you won't be disappointed.

We will send a car to you if you can't come here. Telephone us where and when.

Indiana Automobile Company

214 to 226 East New York St. 321 Mass. Ave.
STATE AGENTS
Also for Hudson and Thomas Flyers

Early publicity material.



1913 Chalmers Model 17 "Torpedo"

Here are a selection of shots around the club from our regular "Camera Guy" Terry Costello.



Bob Fairbairn 'fettles' a BSA wheel.



*John Cooke's Rolls Canardley in the members bay.
(Rolls downhill and can hardly get up the other side.)*



Vaughan Beasley's stunning Hotchkis in the garage shed.



Very nice Chevrolet Apache in the car park.



Full on Lancia Rally Car parked up.

August 28 2023 Committee Notes:

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New Members: Barry Kirk-Burnard

Fire Truck: Not currently going. Possibly needs new rings. It may not be going before Christmas. Arrangements made to have the engine looked at urgently.

Insurance Quote: An inflation proofed quote has been received from the brokers in relation to the Vero Insurance of the clubrooms and buildings. Payment of the new premium was approved.

Birkenhead Town Centre: Dennis bus is not available for the forthcoming event.

Town Planner: There is a need for independent advice from a Town Planner to examine the possible sale of part of the club's land. Approval has been granted for the expenditure up to \$3,000.00, plus GST plus disbursements.

Land Sale comments: Some members have already submitted letters expressing their view on the possible sale of part of the club's land and other members are welcome to do likewise.

Storage Shed: Two car spaces in the Storage Shed are being taken up with the Lanchester and the fire pump costing the club rental costs. There is a need for the committee to discuss the vehicles held by the club. It has been suggested that the possible disposal of the fire pump be placed in the Progress.

5 Year Budget: Previous budget prepared by T. Sparkes, to be modified/updated and distributed to the committee. Tony Sparkes, Ross Moon, Stuart Battersby and John Higham have been nominated as a sub-committee to consider the 5 year budget.

Security CCTV: Consideration is being given to the installation of a wireless camera system which connects to smart phones of nominated members. Needs further investigation, however it was considered that we could have the carpark monitored for a relatively cheap cost, possibly under \$500.00.

Name badges: 21 name badges are sitting on the bar unclaimed at a cost of \$13.00 each. In future only members who want name badges will be supplied one.

Gold Coin donation: Morning tea donations are not always being received although it is accepted that they are voluntary.

About Us

Progress
September 2023

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

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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