



North Shore
Vintage and
Classic Car Club

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Progress:

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



Hi all,

Welcome to your April edition of Progress. In case you haven't heard already, our 50th Anniversary Open Day went very well. We had plenty of new visitors who were greeted by a host of current members who seemed to enjoy themselves as well.

We managed to get the Bedford truck out of the shed for the event and in the process we found 4 problems. The generator wasn't connected back via the loom to the battery (quick solution once spotted); the pedal box was a bit 'wobbly' (fixed this morning); the steering was very heavy (still checking that) and finally, the new seats are so padded and luxurious that my head hits the roof and my belly hits the wheel. Please don't send in any comments about that last point!

We are giving the original Wolseley engine a good going over, ready to go back in the car. We need at least one valve insert and probably a new valve set. If we can get this engine fixed quickly we can move onto the Firetruck engine, which is also in need of some TLC. The Wolseley body needs a good 'Cut and Polish' and we would appreciate a volunteer to get behind our buffing wheel and give it a once over. It's a simple relaxed task and we can explain the details if you are able to help.

We have been successful in applying for a Trade Plate. This means that once we are happy that a vehicle (the Bedford Truck, the Bus, the Chevrolet Taxi) is roadworthy, we will be able to drive it up to 50km from Masons Road.

Stuart Battersby: battersby56nz@gmail.com

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Cover girl this month is Bill Duffy's Model A Ford.



Chairman's Report: Tony Sparkes

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I think that we can all agree that our 50th Anniversary open day and rally were successes. The rally, organised by Paul Collins had about 23 cars entered, a good number for any run these days. As a competitive rally, I know that there were a few words said in at least one car, particularly a small red one! The rally was won by John and Janice Gardiner and the highest ranked North Shore entry was Ross and Linda Moon. The open day itself was organised by Andrew Lunt and Richard Bampton who rallied the troops into their various tasks. All deserve a big thank you. We were lucky with the weather, but that did mean that those manning the gates were out in the sun all day. So well done everyone. Estimates of attendees range from 2-300, all seemed impressed with the facilities and around 7 or 8 people said they will consider joining or transferring from other branches. The sheds were nice and tidy, particularly the restoration shed. Such was the enthusiasm of the clean up crew that Owen's favourite paint brush got swept up and binned! Fortunately, he realised that, and it was rescued before it was too late. There have been many calls to repeat the event if only, as one wag said, to get the buildings tidied up.

The next event is the dinner. Our original plan of holding it in the storage shed will not be necessary so we will be showing off the refurbished villa to our guests. This will limit the number of tickets we can sell, so if you have not bought yours yet, be quick.

The bus was running very sweetly last week. The Bedford tow truck was driven out of the shed for the first time in about 5 years. The valves seemed to have been the main problem with the original Wolseley engine and are being fixed. The Morris looks like it will need a new head gasket. So, business as usual, plenty to do.

It is that time of year when we start thinking about the AGM. Please think about putting your hand up. Committee meetings are usually short and amusing whilst we still get the required decisions made. Remember, any member can attend a committee meeting. So, if you are thinking about standing but want to check it out before deciding, come along and observe. Finally, if anyone has any anecdotes, they think are worth repeating at the dinner, please tell me and I may use them in my brief speech.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

Phone: 027-499-5588 Email: 29tony66@gmail.com

Open Day: Thanks and Photos.

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What a fabulous day we had! Plenty of support from our own members, our neighbours on Masons Drive and local clubs including Auckland and Waitemata Branches. The support from our own members in their roles as Marshalls, Gate Control, Parking Assistants, BBQ Chefs and Shed/Workshop Guides was absolutely outstanding. Often clubs like ours worry about membership apathy, but our team kicked that worry into touch (out of the ground!). Heartfelt thanks to every one of you.

The whole event could not have happened without our team of three organisers who worked their socks off planning, organising and being 'everywhere' on the day. I refer of course to Richard Bampton, Paul Collins and Andrew Lunt. Excellent work lads!

As you can imagine, cameras were clicking all day long and we have plenty of photographs. If any of you would like a Hi-Res copy of the photos then please contact us on northshorevcc@gmail.com.





Skating on thin ice.... and that ice is melting: A controversial article by Stuart (Editor).

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That is the quote from Antonio Guterres, Secretary General of the United Nations in an announcement just a week or so ago. I thought in this edition we might just explore this subject from the view point of the owners of “Gas guzzling, dirty, polluting, climate destroying vehicles”.

From the outset I must point out that this article represents my personal take on the situation and does not represent the view of our Branch or of the Vintage Car Club of New Zealand.

I must come clean and say that when this topic first hit the headlines 10 or so years ago I was very sceptical about the subject. The earth’s temperature has been rising (and falling) for millions of years, well before the Industrial Revolution, cars and cow-farts were blamed for the situation. Over recent years however I have changed my mind and have no doubt that the Earth is in trouble and something needs to be done.

As individuals and members of the NSVCC, we can go out and protest, we can write letters to the government, we can install solar heating, reduce our power consumption, etc., etc. But, let’s bring this discussion right back to our hobby, of collecting, restoring and driving older vehicles.

Consider the new car market: I have no doubt that modern cars, ICE (Internal Combustion Engines) or EVs (Electric Vehicles) are more environmentally friendly than our older vehicles. They run cleaner, meaner and more efficiently. BUT, and it’s a big but, you have your old car now, it exists already, it was built a few years ago. If you buy a brand new car then that requires a factory, a blast furnace, mining, power generation and production lines all of which cause and create massive one-off pollution. How many years of the reduced pollution from your new vehicle would it take to write off the pollution required to create that brand new car in the first place. This brings us to first action that we as classic motorists can do to save the planet: **STOP BUYING BRAND NEW CARS!**



Make your existing car last a few more years and delay the time when you need to force the car manufacturers to switch on their lights, power more machines and extract more steel, copper etc from the earth.

The next consideration is EVs. They aren't a long term solution. ALL the world's vehicle manufacturers (even Tesla) realise that EVs are a stopgap solution. Put simply there are not enough rare-elements, precious metals or even

copper in the world to replace all the ICE vehicles running today. All the big auto-industry research money is currently invested into finding a long term alternative to EVs. That may be Hydrogen Cell Engines or perhaps Nuclear Fusion engines. As a temporary solution EVs are undoubtedly cleaner than current ICE vehicles, but that doesn't hold true if you take the environmental cost of all the infrastructure needed to build a new car in the first place.

Another factor against EVs is the monetary and environmental cost of scrapping and disposing of an EV once its reached its end of life. So once again the best thing the motorist can do is to **STOP BUYING BRAND NEW CARS.**

Finally let's look at what we, as owners of older vehicles can do to help. Let's just use our older vehicle more. Every trip that you take in your 'Classic' is one that doesn't need to be made in

your modern vehicle. One less trip in your modern means that it will last longer and you wont need to replace it. My little old MGB is my daily driver. If I didn't use that as a second car then we'd need another car. That could be a new car (but that's an environmental disaster) or a second hand car, which allows the previous owner of that car to buy a new car Arrgghhh!.

So yes this, article is a little bit 'tongue in cheek' and I would love to hear your thoughts and comments on my logic. But while you are thinking about it... **DO NOT BUY A BRAND NEW CAR.**

Just as a suffix to this article, the Herald on Sunday March 26 contained an article about the current preoccupation with upgrading your mobile phone to the very latest edition. The crux of the article was "Don't upgrade". The final paragraph suggested that readers do a Google search for "Bangernomics". Bangernomics is a cost saving regime. The idea is that you will save huge amounts of money by keeping your old car, way beyond your normal expectation and in doing so you save a fortune.

Save money AND save the planet..... that surely is a "no-brainer"?



Bonneville Land Speed Record Holder : Recently for sale.

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Club member and Midget race-car builder Viv Pearman, might like this. It's not every day that a Bonneville record holder pops up for sale on the internet. This 1956 Kurtis-Kraft Offy Midget holds the record in the Midget Vintage Oval Track (MVOT) class with the Southern California Timing Association (SCTA) on the Salt Flats in Utah. The current record is 136.1 mph and it's ready for more.

Before it began its racing career, the current owner of the Kurtis-Kraft Midget chassis found it in Michigan and brought it to Illinois where it was stored in his rafters until the 1990s. After attending a Bonneville Speedweek event, he came home inspired and started building. The Midget has an all-aluminum body protected by a 4130 chromoly roll cage and a full nose to tail belly pan. It's powered by a 110 Offenhauser engine with Carillo rods, a Moldex crank, J&E pistons, Dema Elgin cams and Don Ricard valve springs, and it pushes around 200 horsepower.

The car and owner broke the original MVOT land speed record in 2006, then exceeded that record three more times, the most recent run taking place in 2010. The race car was also invited by Al Unser himself to be displayed at the Al Unser Museum in Albuquerque, New Mexico for a year and a half. The racer is currently for sale by auction.

The owner states that this registered no. 714 race car has passed tech five times at Bonneville and will again. Will its next owner run it into the 140s, or stash it away for show?



1956 Kurtis-Kraft.



Offenhauser 110 'hot' engine.



Yea Nah! I won't fit it that!

Aerial Photos of Anniversary Day: Thanks to Lee Larman. (Son of BBQ specialist Barry)

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These shots are perhaps the first aerial photos we have ever seen of the club. Unfortunately Lee arrived after the rally entrants and a few others had left, but at one point we had 5 FULL rows of cars parked on the field together with all the cars around the clubhouse. Apart from the cars the most striking elements were the villa roof and paintwork (thanks to Owen Sturgess, Phil Smith and team). The lawns also look tremendous (thanks to Peter Aitken and John Higham).

Notice of Motion: Your vote counts.

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If a member wants to add or amend the National Club Constitution then a **Notice of Motion (N.o.M.)** is how that is achieved. The member must document their proposed change to the constitution (in a set format) and that motion is then subject to a vote by the full membership. If you received this edition of Progress by email, you will also have received an attached N.o.M. entitled **Branch and Club Names**.

Two members from the Gisborne branch (Tony Bartlett and Rodney Clague) have recently produced an N.o.M. entitled *Branch and Club Names*. Sometime in the next few months you will be asked to vote on the adoption of this N.o.M. Please take time to read the notice and make your own judgment. Summarising, the N.o.M. states that all branches are able to adopt a Trading, Promotional or Marketing name (as we have adopting by a trading name as ***“The North Shore Vintage and Classic Car Club”***).

In March 2022 the same gentlemen first raised an N.o.M. on this subject and included a clause that stated that any such promotional name must be subject to *approval* by the National Executive (36 Branches plus the Management Committee). I and a number of other branch delegates successfully argued that we did not feel qualified to judge the marketing approach of branches elsewhere in the country. The example quoted was that North Shore Branch were unable to comment on the best marketing or naming strategy of, say the Gore Branch (or vice-versa) because our geography and demographics were so vastly different.

The two aforementioned gents have now refreshed the N.o.M. and rather than **“approve”** a promotional name, they are asking that the Executive **“have oversight”** of the promotional name. The North Shore Branch committee recommend that you vote **against** this latest notice for two reasons:

1. The word “Oversight” is ambiguous. It doesn’t mean “Approve” or “Accept”. It serves no purpose other than to waste time and energy debating a promotional name, without any power to endorse or oppose the name.
2. The individual Branch Delegates are not qualified to comment, discuss the marketing and promotional strategies of other branches. Why on earth would North Shore Branch (surrounded as we are by motorways, dual carriageways, high density housing, Hot Rod clubs, Japanese Car clubs and single marque clubs be able to constructively comment on the promotional name of a small rural club elsewhere in the country?

Once again when asked to vote on this notice, we ask you to vote **Against**.

Upcoming Events: Events through to April 2023.

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Please drop us a note if you know of an event that might be of interest to our members. Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font.

Future Events:

April

April 16: Club Run: Simple navigation run to rather nice restaurant at Waimauku. Meet at club from 10.00am, depart from 11.00am.

April 29: Formal NSVCC 50th Anniversary Dinner: External caterers, fantastic food, BYO Drinks. Saturday night so you can let your hair down as there's no school the next day! Contact Ross Moon on 09 426 1508 or 022 426 1508.

May

May 21: Club Run: Something different. Luxury coach trip to Waikato, visits to the fabulous, Hamilton Gardens, Car collection and lunch at the Waikato VCC Branch.

June

June 18: Club Run: Shed/Collection run. Details to be confirmed.

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.



“Chapeau” to you sir!

Thanks to Kelvin Hawke, from Auckland Branch who regularly visits to help keep our Morris Eight in working order. We recently discovered a blown head gasket and on closer review the cylinder head will need a quick skim.

Teamwork: Working with your mates.

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Neville Gregory and Jon Cooke work the shrinker.



Coxy and Richard Bampton work the roller.



Colin Austen and Bob Fairbairn on BSA Grill surround.



Chris Field with Kevin Lord under the Darracq. (Note the period wind-powered water pump on the radiator cap).



Bob again, this time with Jim Woonton on seating.



The team work together to shift spares.

Thanks to Terry Costello for capturing these images that typify the team spirit shown on Thursday mornings.

As part of our 50th Anniversary celebrations, Paul Collins and his hardworking team of marshals and route testers put together an excellent rally. Overall 24 vehicles entered the rally, eleven elected to follow the competitive route whilst the remaining 14 took the more relaxed cruising route.

Ian and Jacqui Goldingham entered the rally in their vintage Singer and completed a special 'double' as the very same car also ran in the first ever North Shore Branch rally, way back in 1973! Thanks to you both for bringing a little bit of history back to life.

The final results of the competitive rally are shown below. As usual, please pretend not to notice that the first 4 places went to members of the Auckland Branch! The winner in our eyes was Ross Moon and Linda Williams in their MX5. It was nice to see Harold and Pauline Kidd getting 2nd Place (North Shore Class) in their Jaguar.

Entrant Name	Branch	Vehicle	Placing
John and Janice Gardiner	Auckland	1949 Ford Anglia	1
Gavin Welch + Sophie	Auckland	1977 Ford Escort	2
John and Diane Poole	Auckland	1967 Vauxhall	3
Alan and Christine Albon	Auckland	1989 MX5	4
Ross Moon and Linda	North Shore	1991 MX5	5
Harold and Pauline Kidd	North Shore	1997 Jaguar XK8	6
Mark Maloney	North Shore	1938 Hudson	7
Paul Brinsden	North Shore	1923 Studebaker	8
Gary Bax	North Shore	1970 Volvo	DNF
Michael Dorbeck	North Shore	1989 Chevrolet Corvette	DNF
Warren Thorburn	North Shore	1930 Model A Ford	DNF



Above: The winning team.



Right: 1st and 2nd place Ford vehicles.

Focus on the marque: Model A Ford.

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It is with some trepidation that I write this article. Many NSVCC members own a Model A and indeed many are senior members of the North Island Model A Ford Club. Nonetheless here goes!

The **Ford Model A** was the Ford Motor Company's second market success, replacing the venerable Model T which had been produced for 18 years. It was first produced on October 20, 1927, but not introduced until December 2. This new Model A (a previous model had used the name in 1903–04) was designated a 1928 model and was available in four standard colours.

By February 4, 1929, one million Model As had been sold, and by July 24, two million. The range of body styles ran from the Tudor at US\$500 (in grey, green, or black) to the town car with a dual cowl at US\$1,200. In March 1930, Model A sales hit three million, and there were nine body styles available.

Model A production ended in March 1932, after 4,858,644 had been made in all body styles. Its successor was the Model B, which featured an updated inline four-cylinder engine, as well as the Model 18, which introduced Ford's new flathead (sidevalve) V8 engine.

Features: Prices for the Model A ranged from US\$385 for a roadster to US\$1,400 for the top-of-the-line town car. The engine was a water-cooled L-head inline four with a displacement of 3,300cc. This engine provided 40 hp. Top speed was around 65 mph. The Model A had a 103.5 in wheelbase with a final drive ratio of 3.77:1. The transmission was a conventional unsynchronized three-speed sliding-gear manual with a single speed reverse. The Model A had four-wheel mechanical drum brakes. The 1930 and 1931 models were available with stainless steel radiator cowlings and headlamp housings.

The Model A came in a wide variety of styles including coupes (standard and deluxe), business coupe, sport coupe, roadster coupes (standard and deluxe), convertible cabriolet, convertible sedan, phaetons (standard and deluxe),



Terry Costello's Flatbed Model A



John Higham's Model A



Terry and Joss with yet another of their 'A' Fleet

Tudor sedans (standard and deluxe), town car, Fordors (five-window standard, three-window deluxe), Victoria, town sedan, station wagon, taxicab, truck, and commercial. The very rare special coupe started production around March 1928 and ended mid-1929.

The Model A was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals, throttle, and gearshift. Previous Fords used controls that had become uncommon to drivers of other makes. The Model A's fuel tank was situated in the cowl, between the engine compartment's fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburettor by gravity. A rear-view mirror was optional. In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to provide heat to the cab. A small door provided adjustment of the amount of hot air entering the cab. The Model A was the first car to have safety glass in the windshield.

The Soviet company GAZ, which started as a joint venture between Ford and the Soviet Union, made a licensed version from 1932–1936. This served as the basis for the FAI and BA-20 armoured cars which saw use as Soviet scout vehicles in the early stages of World War II.

In addition to the United States, Ford made the Model A in plants in Argentina, Canada, Denmark, France, Germany, Italy, Japan and the United Kingdom. In Europe, where in some countries cars were taxed according to engine size, Ford in the UK manufactured the Model A with a smaller displacement engine of 2,043 cc, providing a claimed output of 28 hp. However, this equated to a British fiscal horsepower of 14.9 hp compared to the 24 hp of the larger engine and attracted a punitive annual car tax levy of £1 per fiscal hp in the UK. It therefore was expensive to own and too heavy and uneconomical to achieve volume sales, and so unable to compete in the newly developing mass market, while also too crude to compete as a luxury product. European manufactured Model As failed to achieve the sales success in Europe that would greet their smaller successor in Britain and Germany.



Bill Duffy takes a corner with usual precision.



A sepia toned John Castle special



Robert Brown's stunning 'A'.

Development history: From the mid 1910s through the early 1920s, Ford dominated the automotive market with its Model T. However, during the mid-1920s, this dominance eroded as competitors, especially the various General Motors divisions, caught up with Ford's mass production system and began to better Ford in some areas, especially by offering more powerful engines, new convenience features, or cosmetic customization. Also, features Henry Ford considered to be unnecessary, such as electric starters, were gradually shifting in the public's perception from luxuries to essentials.

Ford's sales force recognized the threat and advised Henry to respond to it. Initially he resisted, but the T's sagging market share finally forced him to admit a replacement was needed. When he finally agreed to begin development of this new model, he focused on the mechanical aspects and on what today is called Design For Manufacturability (DFM), which he had always strongly embraced and for which the Model T production system was famous. Although ultimately successful, the development of the Model A included many problems that had to be resolved. For example, the die stamping of parts from sheet steel, which the Ford company had led to new heights of development with the Model T production system, was something Henry had always been ambivalent about; it had brought success, but he felt that it was not the best choice for durability. He was determined that the Model A would rely more on drop forgings than the Model T, but his ideas to improve the DFM of forging did not prove practical. Eventually, Ford's engineers persuaded him to relent, lest the Model A's production cost force up its retail price too much.

Henry's disdain for cosmetic vanity as applied to automobiles led him to leave the Model A's styling to a team led by his son Edsel, even though he would take credit for it despite his son doing more of the work.

It was during the period from the mid-1920s to early 1930s that the limits of the first generation of mass production, epitomized by the Model T production system's rigidity, became apparent. The era of "flexible mass production" had begun.



Young Costello's Jack Daniels 'A'



Colour shot of John Castle's 'A'

Ford Model A in NZ: From 1927 to 1932 (The production period of the Ford Model A), all Fords assembled in New Zealand were produced by the Colonial Motor Company (CMC). From 1911 to 1936 CMC was Ford Canada's importer and distributor for New Zealand and it assembled Ford cars from knocked down packs. It was notable for its pioneering nine-storey assembly plant which built New Zealand's Ford cars from 1922 to 1936. Construction of New Zealand's first specialised car assembly plant was begun by CMC in 1919 and completed in 1922 at 89 Courtenay Place, Wellington. It was a steel box of nine floors, based on the Ford assembly works in Ontario, Canada. The building stood over 30 metres high and was Wellington's tallest building at the time. In addition to Courtenay Place, CMC built smaller assembly plants at Fox Street, Parnell, Auckland and Sophia Street, Timaru. At the end of 1925 assembly staff numbers were 641: Wellington 301, Parnell 188 and Timaru 152 people.



Yep! You guessed it Terry with yet another Model A.

(Editor: I can find no reference to the numbers of Model A Fords assembled in New Zealand. The A's predecessor the Model T proved very successful in New Zealand resulting in Ford dominating the country's car market for several decades. By the time Model T production ceased in 1927, 90,000 Model Ts had been sold across the country. But what about the Model A? Can any Model A owners tell us how many A's were assembled in New Zealand?)



We really need one of these 'As' in our membership fleet.

More anniversary day photos: with thanks to Andrew Lunt.

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Early doors and the field is filling up.



Red Hot! Terry Flude's Chev Max Pople's XJC and my MG.



Nice to see Laurie Swan down from Waipu in his Rover V8.



John Ellis is selling his Elan Sprint.



You gotta love a van and this was stunning.



I'm glad I didn't park my MG beside these two crackers!

March 2023 Committee Notes.

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New Members: Tony Field, Martin Greenhough, Geoffrey Tindell, Brent Houston (Transfer from Warkworth), Stuart Smith, Murray Brown (Transfer from Marlborough). Christine Margaret Houston (Transfer in).

DISCUSSION NOTES:

Future Club Events: John Castle spoke to the committee in relation to future events and the committee's expectations. The Posh Picnic and Northern Raid are must do's. A bus trip is planned for May with Peter Lloyd's assistance. Keen to have places of interest en route as well rather than just a rally to a destination. Suggestions were invited for places/ideas for runs. Please provide any information to John Castle or the committee. Thanks was given to John Castle for his efforts.

Rangitoto College: Tool donations (Taps, Dies and Lathe equipment) have been received from the college. R. Bampton will sort through on Thursday.

Open Day: The Open Day was a success and it was suggested that the Club should have an Open Day once or twice a year. Public seemed interested, and maybe include local schools. Something that the incoming committee should consider.

Morris 8: The Morris suffered a blown head gasket and this is being replaced. Expenditure approved.

Top Gate: The top gate hinge is broken and needs to be repaired.

Wednesday night: Numbers still looking poor. Need to promote the Wed nights more. Maybe need to send out emails prior to the meetings. Need another HDMI cord for the screen (New one gone missing!!).

Anniversary Dinner: Numbers still improving but below original targets. It was decided to cut off the bookings in two weeks or at the maximum of 70.

Muzza's Pumps, Onehunga: Have offered us a series of N.O.S. car water pumps for BMC, Chev and more modern V8 cars. Collection arranged.

About Us

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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: Tony Sparkes 09-473-5872 or 027-499-5588

Vice-Chairman: Terry Flude: 021 958 678

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

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

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

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

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

Andrew Lunt: 0274 996 803

Barry Thompson 09-959-0206

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

Members' Garage Manager: Kevin Lord 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09947 3042

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

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