



North Shore
Vintage and
Classic Car Club

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Progress:

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



Hi all, welcome to another edition of your NSVCC Progress magazine.

The committee are reviewing the status of our project vehicles. The ever changing requirements for vehicle certification have created some 'challenges' for some of our vehicles that may now require certification to standards that were established **after** we started the project. The feedback from the members' poll on the Fire Pump confirms that we will either be returning the pump to its previous owner or trying to find a new owner who is able to complete the restoration.

We are all delighted that AUT Professor of Linguistics and Etymology, Jim Drummond has returned to the club. Jim has taken a sabbatical from most club meetings since the Covid outbreak but its great to have him back. Jim's practical, experience and knowledge will be of huge benefit to our restoration and vehicle maintenance work. Good to have you back Jim!

The Fire Truck is now running sweetly, but we have taken the front brake shoes and hubs to Wairau Brakes to have softer linings installed and radiused to ensure that it also stops as sweetly as it runs.

Finally we are into the Santa Parade season and we are looking for vehicles for the Mairangi Bay and Orewa parades. We have also been invited to the Helensville A&P Show in February and are looking for vehicles to support that.

Stuart Battersby: battersby56nz@gmail.com

In this edition:

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- * **August Committee Notes.**

Cover girls this month are Veronica and Valerie. Two wonderful Vauxhalls owned by a club member and part of our focus on pre-1945 Vauxhall.



Chairman's Report: John Higham.

October 2023.

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Hello Members,

The branch activities are back on track after the winter with growing attendances on Tuesday mornings and a full house at Thursdays morning teas. Wednesday night attendances fluctuate.

Nice to see a good turnout for the Sunday run to visit (mainly Austin) restoration and "specials" builds projects. Thank you to organisers Richard Bampton and John Castle and the homeowners who graciously welcomed us.

The committee is making progress on the possible land sale question and is on track to report to members before the year end. Again, I ask if anyone has any comment to put before the committee that might affect their deliberations, please send it to the Secretary at northshore@vcc.org.nz (We will be closing off any opportunity to contribute on Sunday 12 November so as to allow finalisation of our report).

We have had further correspondence from Te Tupu Ngatahi - Supporting Growth (an alliance between Auckland Transport and Waka Kotahi NZ Transport Agency). They advise that have finalised their report to Auckland Council, and still included in that is a possible requirement for some of the lower section of our northern field. If they get the go-ahead from council to commence work on formalising development of their plans, they will at that stage determine if they actually do need any of our site and place a formal confirmation "Notice of Requirement" sometime "late next year". We had hoped that their inclusion of our property being needed would have been removed from their reporting to council, but it seems it was easier for them to keep it in and sort it out later. That, unfortunately, is of considerable nuisance to us as we will then need to enter into negotiations on a more formal and, possibly, legal level.

John Higham, Chairman.

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



Austin Garage Raid: Report by John Castle and photos by Bill Duffy.

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A large crowd of enthusiasts assembled at the Club Rooms for the briefing at 9.30am and the group included members from other clubs - all keen Austin aficionados.

For once in recent times the weather was excellent.

There was a major panic as we found we had no run sheets to issue !! I thought Richard Bampton our Run organiser had printed them off and he understood it was for me to organise so confusion all around.

Thankfully Richard had his master copy available and with help from our librarian Kevin B we fired up the printer and after a short delay we were able to get everyone briefed and on their way.

First stop was Ian & Sandra Watson's home in West Harbour and a goodly selection of Austin 7's fully restored or in process and a very impressive workshop.

On to lunch at DD's Café in Waitoki for most or for others including myself a picnic lunch nearby in Richard Bampton's impressive garden in Quarry Road. We of course had the opportunity to view Richard's very original Austin 16/6 and its engine spread out in the workshop awaiting white metal bearings. Richard had, quite correctly I thought, arranged for a neighbour to display his 1930 Ford Model A pickup for the benefit of us Ford enthusiasts.



Austin Garage Raid: Cont.

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Then it was on to Silverdale and down the Whangaparoa Peninsula to John Ellis's home to view progress on his Austin 7 special and then backtracking to view an interesting selection of Austin 7's and Austin 10's at Alan Lorenzen's property in Little Manly.

On our way down the Peninsula we stopped to see if we could assist Max Pople. His Jaguar XJ Coupe had the bonnet up, - the problem was not evident for Bill and I to be able to assist. So we left Max to organise a tow home and hopefully it's not a serious issue.

Thanks to Richard for organising an enjoyable and comprehensive run.



Rover 3500: “I can feel the power!”

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Those of you on the 2023 Spring Tour may have remembered the problems that committee member James Liu faced with his Rover 3500. You will recall that James made it home safely but the car struggled with poor performance, intermittent power loss and ‘clagging-up’ of spark plugs.

There was much debate amongst the tourists: the symptoms pointed towards over-rich running, but we were wary of playing with the carbs as traditionally SU Carbs, once set, are very reliable and as a rule they are the last items to touch. Plus of course they were twin SU HS6s and we found it hard to believe that both carbs had developed a problem at the same time. How wrong we were!

Once home, James took the car to a Rover 3500 specialist, recommended by Peter Lloyd. James reports back below:

“Hi Stuart, The car was running very rich the whole way. It lost power from time to time especially when it's going up the hills. I took it to Malcolm, a retired mechanic who specialised in old Rovers. He found out the surface of needles in the carbs were very rough. He replaced all the needles and tuned the carb. He believes the coil was fine and does not need replacing at this stage. Now it's running well and I can feel the power now. But the mechanical fuel pump still needs to be replaced, as it's still having problems idling on a slope some times.”

That’s certainly good news to hear things are improving but before replacing the pump (although a pump service kit would make sense) I would personally just make sure that there is a nice positive flow of fuel from the tank to the pump. It’s possible there’s crud in the line or bottom of the tank blocking the flow. I’ve also heard of rubber fuel lines collapsing with age.



The Rover on tour.

Photos from around and about:

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Young Terry Costello snapping away.



Galaxy A23

Treasurer Ross Moon on the winch. Caption Competition perhaps?



Clive Sandham: "Only trying to put the Bloody Doors On". (Ref: Michael Caine in the Italian Job)



..and he said "Let there be light" and there was. Terry Flude completes the lighting wiring on the bus.



10 Year financial planning around the potential land sale



Colin Austin and Richard Ellis



Did something happen to Arnold's Packard?

Photos from around and about: Cont.

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Bill Duffy 'blocking'.



Lester Banham's (Waitemata Branch) Sunbeam Tiger.



Austin 7 Ulster replica build.



"Nice Rear!"



Is the little slot for the grandchildren?



Construction Clips prove useful.

Nash Ambassador Eight: Special Cabriolet.

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The Ambassador Eight Special Cabriolet is the sort of a car to make you see Nash in an entirely new light—which was exactly the point behind its creation. Nash had rebounded nicely from the recession of 1938, nearly doubling production in 1939, but was still not making a profit. What solid, reliable Nash needed, company president George W. Mason decided, was a sporty, limited-production model that would grab the public's attention.



1948 Nash Ambassador.

The resulting Special 4081

Cabriolet was the creation of Alexis de Sakhnoffsky, a hugely prolific designer whose work with coachbuilder Vanden Plas in Belgium had won him notoriety, and job offers, in the United States. A previous stint with Nash had left executives leery of de Sakhnoffsky's more unrealistic design impulses, and so the job was limited to lightly modifying the existing two-door Cabriolet, styled by Don Mortrude, with sheet metal changes at a bare minimum.

Restyled for 1939, the big Ambassador was already quite a handsome automobile, with a tall, narrow prow flanked by chromed catwalk grilles. Aware that he had not been given a blank cheque, de Sakhnoffsky succeeded in creating a custom look for the Ambassador through some simple changes. He stripped the car nearly bare of chrome, discarding mouldings, Nash badges, external door handles and mirrors, and even the hood ornament.

Doors were cut down and the windshield was scrapped for a low, split screen that might have been plucked off a Cord 810 Phaeton. The running boards were deleted, and the rear fenders were dressed with full skirts. The cut-down doors made roll-up windows impossible, and so the car was equipped with removable side curtains.



Side windows look very messy.

The interior was upholstered with supple leather and whipcord cloth upholstery, and the front seat was lowered to accommodate the cut-down windshield. A tachometer was attached to the steering column, and a white finish was applied to the Tenite plastic housings for the instruments, clock, and regulator for Nash's advanced "Weather Eye" heating and ventilation system. Each car was personalized with a dashboard plaque engraved with the buyer's name.



Straight Eight Power

No changes were made to the standard model's specifications, except for the removal of one coil on the front springs and the addition of lowering blocks in the rear. Coupled with the switchover to 15-inch wheels from the previous year's 16-inches for all Ambassadors, the changes gave the Special Cabriolet an even sleeker look.

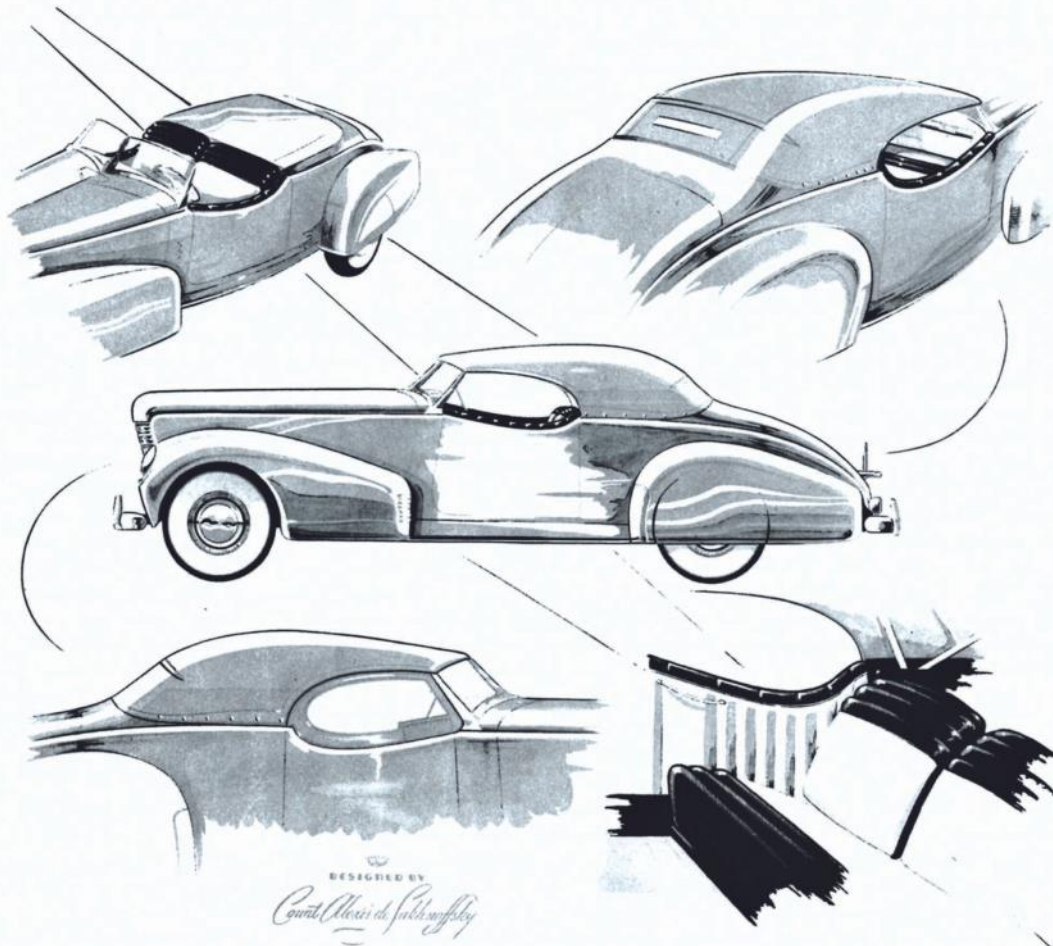


Futuristic Dash

Nash's Seaman Body Plant in Milwaukee, Wisconsin did a portion of the bodywork, sending the bodies to Kenosha for assembly, and then on to the United Body Company in

Chicago for custom work. The cars were then returned to Kenosha for distribution to select big-city dealers. The de Sakhnoffsky cabriolets were loaded, with white sidewall Goodyear tires, an exhaust pipe extension, back-up lamps, a special rear axle ratio, and "Cruising Gear," Nash's overdrive on second and third, in addition to the clock and Weather Eye system.

Just 20 Ambassador cabriolets were plucked from Kenosha's assembly lines for transformation into factory customs, but even that turned out to be overly optimistic. Eleven examples were ordered at what must have been a hefty premium; though the list price isn't known for certain, the unattributed figure of \$US5,000, or about \$US109,000 in today's dollars, is often quoted. Three of those cars are known to exist today, including the one shown here, owned by Reggie Nash of Richmond, Virginia.



Specifications

115 HORSEPOWER ENGINE—
Twin-ignition, valve-in-head type. Bore $3\frac{1}{4}$ inches, stroke $4\frac{1}{4}$ inches; displacement 260 cubic inches. Developed horsepower 115 at 3400 R.P.M. Nine-bearing crankshaft with 83.17 square inches of area. Dual downdraft carburetor with automatic choke; double automatic spark control; invar strut aluminum pistons; four piston rings and full-length water jacketing. Full pressure lubrication; rifle-bored connecting rods. Oil capacity 7 quarts, fuel capacity 20 gallons.

125-INCH WHEELBASE with independent coil spring suspension at front, semi-elliptic pre-lubricated leaf springs at rear. Hydraulic shock absorbers. Oversize hydraulic brakes 216 sq. in. of lining area. Ride stabilizer, all-silent synchro-shift transmission, steering column control. Overall length 207 $\frac{1}{2}$ inches.

STANDARD EQUIPMENT—
Tachometer, 110-mile speedometer, Fourth Speed Forward, Cut-out, Weather Eye Conditioned Air system, white rubber carpets, white sidewall tires and full deluxe accessories.

Original Brochure

Specifications

Engine: OHV straight-eight, 4,274cc., 115 horsepower at 3,400 RPM,

Transmission: Three-speed manual, column-mounted lever, overdrive

Suspension: Front: Independent, coil springs, anti-sway bar, lever shock absorbers; Rear: rigid axle, 10-leaf semi-elliptic springs, tubular shock absorbers

Brakes: Four-wheel drums

Wheelbase: 3175mm

Curb Weight: 1803 KG pounds

Price new: NZ\$8,300 (NZ\$181,000 in 2023 dollars)

The Fire Pump: Return to sender.

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Wood Graining: Recommendations please.

Thanks all of you that took the time to tick the forms or reply via email to our request for your views on the future of the Fire Pump. The result of the poll was quite conclusive with 45 of you preferring to pass the pump forward to another individual or organisation and just 9 wanting to keep it.

On that basis the committee will begin the process of looking for another home. Our first step however is to check our paperwork and the wishes of the original donor who gave us the pump in the first place. Once we have that issue settled then the pump will be offered to anyone that is able and willing to take on the restoration process. If you know of any suitable homes for the pump, then please let a committee member know.

Oh and congratulations to the comedian who added a couple of extra ticks in the 'Keep it' column, where a member had already ticked the "Pass it on" column. (We counted your extra vote, but please don't do it again)

Wood Graining

On a separate subject Mike Swanton is looking for recommendations for Wood Graining in our region. Mike comments that our Register of Suppliers is very impressive, but no Wood Grainers. Can anyone please help.?

Woodgraining or faux bois is a delicate art requiring an understanding of nature as well as the tools and techniques to attain convincing faux wood finishes. Among other decorative finishes such as faux marblising, trompe l'oeil, and grisaille, woodgraining intends to simulate another form. When properly executed, the results are so convincing, onlookers marvel at the beauty of the simulated form versus the hand of the artist.



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:

November

November 19: Run Forrest Run: Organised by Ross Moon we have a very interesting run of approximately 60km following a number of private roads through the Riverhead Forest leading us to a licensed café for an excellent lunch. Meet at the clubhouse from 10.00am ready for a departure at 10.30am.

November 25: (Saturday) Orewa Xmas Parade: 4.30 to 6.30 pm. Vintage & classic cars/trucks needed. Contact Peter Lloyd on 09 426 7179 if you can help.

December

December 17 (Sunday): Club members and friends car show day and get-together, particularly for those members who cannot attend our regular Tuesday & Thursday gatherings. Simple Sausage Sizzle style BBQ supplied by the club.

December 21: Last Thursday meeting before Xmas. Typically we add to the regular cakes and savouries with some additional bites.

January 2024

No planned club runs or events

February 2024

February 18: Club run. t.b.a.

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 Stuart Battersby if interested.

Regular Diary

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

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.

All British Car Museum: Closing down sale.

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The All British Car Museum which was situated at Te Awanga, Hawkes Bay ceased operation a few years ago after the death of its founder Ian Hope. Ian started collecting Morris Minors in C1970s/80s for family members. When he ran out of family members to buy for he continued to buy the little cars as they were too good to be just left there. Most of these cars were reasonably priced at the time and there were lots of them around which prompted Ian to set up the Morris Minor Museum on the site which later became the British Car Museum. At it's height the museum housed over 450 cars and was world renowned. At that time it is thought to have been the largest collection of British cars in the world.

Over a long period Ian collected a large number of British cars of all makes and ages. They included small veteran Austins to large late model Rolls Royce's and everything in between.





Some are in very rough condition while others are in very nice condition. After Ian's death the family began selling the cars and recently sold the entire property with over a hundred cars still in the sheds. The new owner wishes to sell the remaining cars and invites anyone who is interested in purchasing any of these cars to contact him before the end of November to view the cars and "do a deal". All the cars will need attention to some degree.

Any cars still at the venue after November will be sold by Turners Car Auctions.

All the cars were stored on axle stands and these are also for sale at \$30.00 a pair. The current owners contact details are: Dave 027 437 6073



130mph on 3-Wheels: Why would you?

Morgan revealed its new Super 3 three-wheeled roadster, the first new purpose-built racer from the car maker since 2019. Morgan says the Super 3 speeds from zero to 62 miles per hour in 7-seconds, topping out at 130 mph.

To achieve the speed, Morgan equipped the Super 3 with a Ford-sourced 1.5-litre three-cylinder engine that reportedly produces 118 horsepower at 6,500 rpm and 110 pound-feet of torque at 4,500 rpm. For comparison, Morgan's previous three-wheeler was powered by a V-twin engine with 82 horsepower and 103 lb-ft. of torque.

Power is sent to the single rear wheel via a five-speed manual transmission, the same setup as a Mazda MX-5. This combined with a curb weight of 1,400 pounds, and a compact, aerodynamic body points to the possibility of fuel economy falling within the 40 miles per gallon range.

The space age body and wishbone and pull-rod suspension are designed to help with airflow and cooling. Sideblades force air to the radiators and provide mounting points for accessory rails. Finishing the vintage look are Avon tires, with the fronts featuring ballooned sidewalls. A rear luggage rack provides additional storage space if the trunk in the tail doesn't cut it.

The interior is driver-focused and features two digital gauges in the centre of the dashboard, of which buyers can choose to trim out in silver or black. The seats come with a choice of vinyl upholstery, water-resistant leather, technical fabric, or durable saddle leather. An optional heater in the footwell is recommended for racing on cool days. Morgan offers over 200 options and accessories with the Super 3, including gadgets like storage options, a helmet mount, camera holder, and a driving jacket.



Vauxhall Motors Limited is a British car company headquartered in Chalton, Bedfordshire, England. Vauxhall became a subsidiary of Stellantis in January 2021.

Vauxhall is one of the oldest established vehicle manufacturers and distribution companies in the United Kingdom. It sells passenger cars, and electric and light commercial vehicles under the Vauxhall marque nationally, and used to sell vans, buses, and trucks under the Bedford Vehicles brand.

Vauxhall was founded by Alexander Wilson in 1857 as a pump and marine engine manufacturer. It was purchased by Andrew Betts Brown in 1863, who began producing travelling cranes under the company, renaming it "Vauxhall Iron Works". The company began manufacturing cars in 1903, and changed its name back around this time. It was acquired by American automaker General Motors (GM) in 1925. Bedford Vehicles was established as a subsidiary of Vauxhall in 1930 to manufacture commercial vehicles.



The first Vauxhall car. 1903

It was a luxury car brand until it was bought by General Motors, who thereafter built mid-market offerings. From the time of the Great Depression Vauxhall became increasingly mass-market. Since 1980, Vauxhall products have been largely identical to those of Opel, and most models are principally engineered in Rüsselsheim am Main, Germany. During the early 1980s, the Vauxhall brand was withdrawn from sale in all countries apart from the UK. At various times during its history, Vauxhall has been active in motorsports, including rallying and the British Touring Car Championship. After 92 years under GM's ownership, Opel/Vauxhall was sold to Groupe PSA in 2017.

Vauxhall has major manufacturing facilities in Luton (commercial vehicles, IBC Vehicles) and Ellesmere Port (passenger cars). The Luton plant employs around 900 staff and has a capacity for building around 100,000 units a year. In 2012, the Ellesmere Port plant employed around 1,880 staff and had a theoretical (three-shift) capacity around 187,000 units a year. Vauxhall-branded vehicles are manufactured in Opel factories in Germany, Spain, and Poland as well as in the UK.

Foundation to 1925

Scottish marine engineer Alexander Wilson founded the company at 90–92 Wandsworth Road, Vauxhall, London, in 1857. It was founded as Alex Wilson and Company, and from 1897, the company, built pumps and marine engines. In 1903 the company built its first car, a five-horsepower single-cylinder model steered using a tiller, with two forward gears and no reverse gear. About 70 were made in the first year, before the car was improved with wheel steering and a reverse gear in 1904. 1903 model was entered in the London-to-Brighton car run in 2018.

To expand, the company moved the majority of its production to Luton in 1905. The company continued to trade under the name Vauxhall Iron Works until 1907, when the modern name 'Vauxhall Motors' was adopted. The company was characterised by its sporting models, but after World War I, the company's designs were more austere. Much of Vauxhall's success during the early years of Vauxhall Motors was attributable to Laurence Pomeroy. He joined Vauxhall in

1906 at the age of 22, as an assistant draughtsman. In the winter of 1907/8, the chief designer F. W. Hodges took a long holiday, and in his absence, the managing director Percy Kidner asked Pomeroy to design an engine for cars to be entered in the 1908 RAC and Scottish Reliability Trial, held in June that year. The cars were so successful that Pomeroy took over from Hodges.

Pomeroy's first design, the Y-Type Y1, had outstanding success at the 1908 RAC and Scottish 2000 Mile Reliability Trials – showing excellent hill-climbing ability with an aggregate of 37 seconds less time in the hill climbs than any other car in its class. With unparalleled speeds around the Brooklands circuit, the Vauxhall was so far ahead of all other cars of any class that the driver could relax, accomplishing the 200 miles (320 km) at an average speed of 46 mph (74 km/h), when the car was capable of 55 mph (89 km/h). The Y-Type went on to win class E of the trial.



1912 Vauxhall A12, Four cylinders, 95 x 120mm, 3,418 c.c.



1912 Vauxhall C Type. Prince Henry.

The Y-Type was so successful that it was decided to put the car into production as the A09 car. This spawned the Vauxhall A-Type. Four distinct types of this were produced between 27 October 1908 and when mass production halted in 1914. One last A-Type was put together in 1920. Capable of up to 100 mph (160 km/h), the A-Type Vauxhall was one of the most acclaimed three-litre cars of its day.

Two cars were entered in the 1910 Prince Henry Trials, and although not outright winners, performed well, and replicas were made for sale officially as the C-type, but now known as the Prince Henry. During the First World War, Vauxhall made large numbers of the D-type, a Prince Henry chassis with derated engine, for use as staff cars for the British forces.



1922 Vauxhall 25, D Type.

After the 1918 armistice, the D-type remained in production, along with the sporting E-type. Pomeroy left in 1919, moving to the United States, and was replaced by C.E. King. In spite of making good cars, expensive pedigree cars of the kind that had served the company well in the prosperous prewar years were no longer in demand; the company struggled to make a consistent profit and Vauxhall looked for a major strategic partner.

1925 to 1945

On 16 November 1925, Vauxhall was acquired by General Motors Corporation for US\$2.5 million. At the time, the purchase was not popular among senior US General Motors executives. Vauxhall was only making seventeen cars per week and was in a financial mess. The company's image and target market were gently but firmly changed over the next five and more years, marked particularly by the introduction in late 1930 of the low-cost two-litre Vauxhall Cadet and the next year the first Bedford truck, which was Chevrolet based. Vauxhall's chief engineer since 1920, Charles Evelyn King, retired as engineering director in 1950. The company's future chief engineer, Harold Drew, left Luton for a spell, working as a draughtsman with GM's Lansing-based Oldsmobile division. As the first significant post-acquisition passenger car, the Cadet, initially retailing at £280, is generally regarded as demonstrating Vauxhall's newly acquired interest and expertise in controlling production costs, but it was also the first British car to feature a fully synchromesh gearbox.



1933 Vauxhall Cadet

General Motors continued to reposition Vauxhall towards the middle of the British car market, aiming to produce higher volumes of more conventional cars that, using GM's large engineering, design and production resources, would offer modern technology and high levels of equipment at a reasonable price with competitors being the likes of Wolseley and Humber. The Cadet had been the first step in this process, which gathered pace in June 1933 with the launch of the AS-type Light Six. With an all-steel body and a refined and modern overhead valve inline-six engine, the Light Six was produced in 12- and 14-'tax horsepower' variants. Modernisation and expansion of the Luton factory meant that the Light Six was sold for £195 for the standard four-door saloon, which was significantly less than many of its older rivals with four-cylinder engines and less interior appointments, and Vauxhall made the unusual decision to offer both 12 and 14 models for the same price. Two-door saloon, coupe, tourer and cabriolet bodies were also available for extra cost, plus a range of other body designs from coachbuilders. The Light Six was an immediate sale success, surpassing all previous Vauxhall products by a large margin with 26,000 examples being sold in just over 12 months and with the Luton factory moving onto 24-hour shift work to meet demand. Vauxhall had suddenly become a significant player in the British car market.



1935 Vauxhall 14 "Light Six".



1938 Vauxhall Big 6 Limousine

After 15 months on sale the AS-type Light Six was replaced by the D-type Light Six. This was fundamentally the same as the outgoing model with minor styling and interior updates, but with one major engineering change - namely the addition of Dubonnet suspension to the front, making the new Light Six the first mass-production British saloon car with independent front suspension. The Dubonnet system was a GM patent, also used on Chevrolet and Pontiac models in the US and on Opel cars in Europe. The D-type Light Six was priced at between £205 and £245 for the standard saloon depending on the exact specification, which was still a lower-than-average price for a car of the new Light Six's size, power, equipment and technical specification and this was another successful model for Vauxhall.

The 10-4 of 1937 was the first mass-production British unibody saloon car and was called "The £1 Million Motor Car" after its costly and extensive development programme.

The overall strategy for Vauxhall continued to be to make smaller models with the latest engineering developments. Vauxhall and GM management planned a completely new three-model car range which would use cutting-edge unibody construction instead of the traditional body-on-frame design. The first mass-production unibody car, the Citroën Traction Avant began production in 1934, the same year that design work on the new Vauxhall range began. As well as designing an entirely new car body, this change required major expansion, renewal and investment in the Luton factory as well as a significant expansion of Vauxhall's engineering and design staff. The first of the new models was released in September 1937. This was the H-type 10-4 (the model number referring to its 10 tax-horsepower, four-cylinder engine). This was the

first truly small Vauxhall in many years. As well as its advanced unibody structure - a first for a British saloon car - the 10-4 also featured an overhead valve engine, fully hydraulic brakes and Dubonnet front suspension. Other features included a full-synchromesh gearbox, mechanical windscreen wipers and a 'six-stage' carburettor. Priced at £168-182, the 10-4 was only slightly more expensive than old-fashioned equivalents from Austin and Morris and cost around £30 more than the cheapest 10-horsepower class car on sale, the Ford 7W. The model was promoted as "The £1 Million Motor Car", reflecting the supposed investment in its design and production and was noted for its excellent fuel economy of over 40mpg when touring due to its efficient modern engine and lightweight body. The 10-4 was considered the finest small car in the world at the time of its launch and initial demand greatly exceeded production capacity. Just six months after the 10-4's launch, the 10,000th example left Luton - a production record for the Vauxhall at the time. The H-type 10-4 was only the first and smallest in the proposed trio of similarly advanced unibody cars. The I-type 12-4 (essentially the same as the 10-4 but with a longer wheelbase and an enlarged engine) was introduced in September 1938 and the J-type 14-6, replacing the old Light Six, was introduced the following month but sales did not begin until early 1939. This advanced three-model range was very well received by critics and buyers and placed Vauxhall in the vanguard of automotive engineering for the mass market in Britain.



1938 Vauxhall 10-4



Vauxhall 14-6

However the outbreak of the Second World War in 1939 greatly restricted the sales of all new cars just as the new Vauxhall range was entering the market and production was reaching full flow. Car production was ceased entirely in May 1940, by which time over 50,000 10-4s, 10,000 12-4s and 15,000 14-6s had been built.

During the Second World War, car production at Luton was suspended to allow Vauxhall to work on the new Churchill tank. Despite a bombing raid in August 1940, in which 39 employees were killed, it was taken from specification to production in less than a year, and assembled there (as well as at other sites). More than 5,600 Churchill tanks were built. Luton also produced around 250,000 lorries for the war effort, alongside the new Bedford Dunstable plant, which was opened in 1942, with Bedford designs being common in British use. As a morale booster for the company employees, on 23, 24, and 25 February 1944, Adelaide Hall appeared in concert at the factory in Luton, where she entertained the employees during their lunch break. In all, she performed in front of more than 10,000 workers; this was the first time that Vauxhall had contracted a star to perform at their factory for three consecutive days.

We will leave the Vauxhall story in 1945 and perhaps come back later to cover the later years.

Editor: I am a little nervous about publishing this article on Vauxhalls, given the expertise and experience we have in club member Mike Swanton. Hopefully there aren't too many 'bloopers' in this article. By way of a pre-emptive peace offering please see below Valerie and Veronica, two of the stunning Vauxhalls in Mike's collection.



Made in Luton: WW2 Churchill IV



New Members: Dean Wright, Alan Clarke, Margaret Dagger (Allocation to the correct branch finally resolved)

Notes:

Security alarm for the Parts Shed: J. Higham to follow up

Clive Sandham's Proposals: Two matters raised by Clive Sandham were discussed by the committee and are hoped to be resolved in the near future.

NZMCA lease proposal: A letter is to be sent to NZMCA inviting a meeting to discuss this matter.

Fire Pump: The vast majority of members who responded to the recent poll believe that the pump should be passed onto another group, club, individual for subsequent restoration.

Browns Bay Christmas Parade: John Castle to contact the organiser re vehicles. It is hoped that the Fire Engine will be available as it recently was issued with a new WOF. R. Bampton and Peter Lloyd are overseeing the Orewa Christmas parade.

Land Issues: A report is being prepared and will be completed before the end of the year for the membership to understand the issues surrounding the possible sale of Club land. The 12 November 2023 is the cut off for members to comment on the proposal to sell land. A proposed Special General Meeting will be called on the last Wed in February 2024 to discuss the issue further..

Vehicles under restoration: T. Flude has been requested to do an evaluation of every vehicle regarding the technical issues involved in certification of each vehicle. The Wolseley registration is expired and would need full certification.

Auckland Mercedes Benz Club: Seek use of the land – maybe weather dependant. Agreed subject to ground and weather conditions. Club Rooms hire of \$150.00.

Weekend Project Days: It has been suggested that project days take place on the weekend maybe a Saturday or Sunday for those who cannot attend during the week, usually due to their full time employment. This would take place in conjunction with the appropriate project manager for each vehicle. Any thoughts from members?



What is this? And WHERE is it?

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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