



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 2022



Now delivering on one of your priorities in our club strategy, work on the clubhouse renovation is picking up pace. The old fire and chimney has been removed and the roofing replaced. Over the next couple of weeks we will need volunteers to help take down all our wall-mounted memorabilia to make way for the interior refurbishment (carpets, walls, ceilings, and bathrooms). We will also be removing the old projector, screen, speakers and TV, to be replaced by a state-of-the-art 65" Smart TV. The new set-up will give us much better quality pictures for movie nights as well as enabling access to all manner of interesting technical and historical videos from the internet.

On a less positive note consumables and equipment continue to disappear from our restoration sheds on a regular basis. The latest 'incident' is the disappearance of our rechargeable drill AND its charger. We also continue to have a problem with folks 'borrowing' consumables such as sprays, oils, papers and tapes. We have an honesty system to allow members to borrow tools, but if you borrow something on a Tuesday then it MUST be returned on a Thursday. Consumables kept in the workshops are for sole use on club vehicle restorations. If you need a sheet of sandpaper or a roll of tape then please drive to Mitre-10 on your way home and buy your own.

September is our Spring Tour month and this one promises to be a cracker so if you haven't already done so please contact Paul Collins and book your place. Finally did you know that newsletters from all our other branches are available online by clicking on the following: <https://vcc.org.nz/news-from-our-branches/> There are some really good magazines out there, free to download and perfect for a lazy afternoon.

Stuart Battersby: battersby56nz@gmail.com:

In this edition:

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- * **Quiz Evening:** Two versions of the event.
- * **The COVID Jack Daniels 'A':** Terry Costello tells us the story.
- * **As mere mortals we dream from afar:** Big ticket item at auction.
- * **Daffodil Rally:** Reports by Richard Bampton and photos by Andrew Lunt
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- * **Focus on the Marque:** Bugatti.
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- * **Committee Notes:** August 2022 Committee.

Cover Girl: Bugatti Type 23 from our Focus on the Marque feature.



Chairman's Report: Tony Sparkes

August 2022

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Another busy month at the club. We had a successful and enjoyable, and not just because the committee team won, quiz night. Well done to Andrew Lunt and Richard Bampton for organising it. Andrew has more Wednesday night events planned, so let's all support them. The Daffodil Rally was a success, more about that elsewhere in this bulletin. Although, there was a mistake in the instructions, for which I take responsibility.

The Ford Model A club started their run from our clubrooms on the 27th. They all had a good look around and were impressed with our facilities and more importantly, the work that you guys are doing. Later in September we have the Sunbeam Alpine club visiting during their Top to Bottom tour. These visits are all good PR and we have two prospective new members from the Fords already. So, once again, I encourage you to talk to your single marque clubs about a visit.

Later in September the clubhouse renovations start. As they are on a tight schedule, we will have Tuesday and Thursday smoko in the storage shed or outside if the weather permits. The urn etc will be there, but bring your own snacks.

Riley update. We have been battling the electrics for a couple of months now. The loom is brittle and it has been one step forward and two back. Consequently, I have made the decision to order a new loom from the UK. I figure it is better to be safe than sorry, especially with a wooden framed car. This will take a couple of months to get here, so if anyone wants to use the Members' Bay, please let me know and we will push the Riley into the storage shed.

Right, that is all for now, back to the garden. We have just pulled out our first spuds after 15 years of veggie garden neglect.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

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Chimney removed and roof sheets replaced. Great work by Owen Sturgess, on the scaffold, Phil Smith, down below and Paul Brinsden, off camera on this major task!



North Shore VCC quiz evening: An accurate and precise report from engineer John Higham.

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It was a wet and stormy night. So much so that possibly some of you stayed away and missed what turned out to be a very pleasant evening.

In an endeavour to rekindle attendances at the Wednesday evening club nights, committee member Andrew Lunt has been hard at work putting some ideas together. First up was “Quiz Night”, ably organised by Richard Bampton. When I found out that Richard was on the case, I asked him if he would like some *Trivial Pursuit* questions of the 1980’s as a helping hand, but he replied that he was going to research and prepare his own original questions and answers. A tiger for punishment I thought. He said that he had experience in setting tertiary examinations and that there would be mostly easy questions so that participants would feel they were not wasting their evening, and a few curly questions to get a winner!

And so how did it go? Well, very well. Five teams of four or five got through 60 questions six rounds of 10 questions. And then there were a few bonus questions and answers as well, and in between rounds of questions there were jokes. The scoring was rather interesting in that points might be one per question, or several per question, depending on the complexity of the answer.

Subjects, mostly with a New Zealand flavour, included automobile and associated trivia, sport, ships, geography, and general knowledge. For those that missed it, the answer to the curly question of “What is Bibendum”? It is the Michelin Man (or Michelin Tyre Man), the official mascot of the French Michelin tyre company. A humanoid figure consisting of stacked white tyres developed in 1894. It is one of the world's oldest trademarks still in active use, and derives from the slogan *nuc est bibendum* ("now is the time to drink"). There’s an opportunity to learn something new even in a trivia quiz.! And of course it wouldn’t have been an occasion with Richard at the helm not to slip in a few Austin gems, including a rundown on the Austin 7 Ulster special with MG cowl developed in 10 days by Auckland Austin fans for use in the film on the late Bruce McLaren (see we were listening after all, Richard).

Without embarrassment to the non-winners, or providing a boasting opportunity to the winners, the teams were:

Wainui Wanderers, Bruce and the Babes, Me, Rose and Thorns and Angela’s Angels

And scores were, in no correlating order: 58, 48, 44, 34 and 32.

Well done Richard, a great range of questions and a bit of fun.

Quiz evening again: A report of over inflated balderdash with the odd snippet of truth from marketer Stuart Battersby.

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Full of contrition for missing the last edition of Beaded Wheels, Richard Bampton kindly offered to run a Wednesday night quiz for the club. He is forgiven! What a great night: a nice mix of questions were designed by Richard to encourage all to participate. At times even his jokes were tolerable.

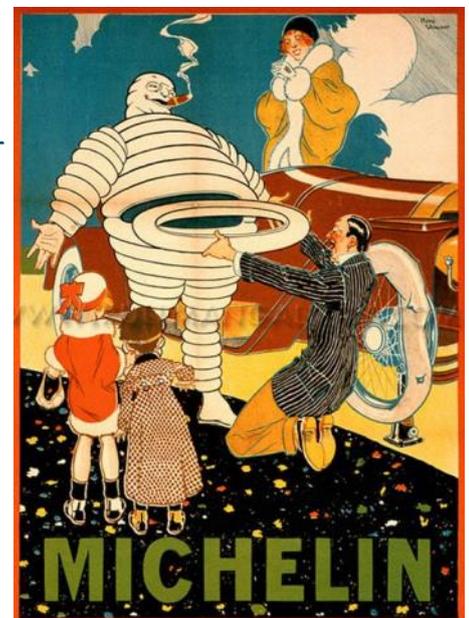
Despite the bad weather we managed to pull together teams with 5 players in each team, although arriving late Ross Moon and Kevin Benseman battled valiantly in their team of two. Competition was fierce as overall organiser Andrew Lunt had supplied 5 bottles of Veuve Cliquot champagne(*) for the winning team. The second placed team were handed 5 bottles of The Ned, Pinot Gris(*), which will go down very nicely thank you! Lower placed teams all took away something ranging from Craft Beers(*), Zeffer Ciders(*) down to the bottom place team who received a Whittakers Peanut Bar each. Thanks for coming along anyway Ross and Kevin. Before the questions started we spent quite some time introducing ourselves since we had a fair proportion of occasional members and plenty of guests, sorting out our teams and arranging tables such that other teams couldn't look over our shoulders. With all 75(*) quizzers, seated and concentrating Richard began with his first round; "Ships". Well that sorted the men from the boys! Some really arcane questions about ships that sank around the coast of New Zealand in the 19th Century!! Of course our team knew all the answers but couldn't quite recall them under the lights and pressure.

I think that we had 7 or 8 rounds of questions all bookended by some hilarious gaffs and Richard's "Interesting Facts". We had a break for an evening snack although personally I didn't need much more as I was snaffling James Liu's Teriyaki Jerky through most of the evening. Our chairman Tony Sparkes had specially selected a top team, although only two of whom made any impact: John Higham consistently negotiated extra points from the question master suggesting that his teams answer of "Lewis Hamilton" should be worth double the points of those teams who just wrote "Hamilton", although they clearly knew Mr Hamilton's first name.

It was the women quizzers that made the difference: Barb Stubbs seemed to know every detail of the NZ successes in the recent Commonwealth Games, Sarah Sparkes (obviously the brains in her team) was able to simply translate *Vorsprung durch Technik* into English as she also speaks German. For goodness sake! The final gem of knowledge came from Angela Bampton (Richard's carer) who knew that Bibendum is actually The Michelin Man.

What a night! 120(*) members and friends all thanked and applauded Richard and Andrew for their efforts. A fabulous, fun evening of friends together.

(* = Fake News)



Quiz night photos: Straight from Andrew Lunt's camera

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Audio-Visual technology.



Richard about the throw the headmaster's chalk at the class.



Happy, smiling faces all around..

The COVID 'Jack Daniels' Model A Ford Pickup: Terry Costello and Steve Driver.

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"Hi Steve, have you got Covid?" "No", says Steve, "Have you?" "No thankfully, but we are locked down again, why don't we combine forces and finally put the project pickup together that I have had stored for the last 17 years. You have great ideas on the design you can do for the rear end. Besides I have us booked into the Gladstone Pub at Fairlie for the Irishman's Creek Rally and we will need a car for that". "Great idea!" Says Steve, "We need something to keep us busy, let's get it done!"



Into the garage it went and stripped down to the chassis for a good clean up and a coat of POR15 paint, meanwhile Steve made up a new wiring loom, stripped down the doors and re wooded them, then we trailered it to Steve's to complete new woodwork for the cab, fitting up the doors and rebuilding the front windscreen frame. That done it was off to Paul Smeets for steeling out the rear of the cab, roof sections, floor pans and the odd rusty bit and what a top job he did



Soon we were ready for paint stripping , sanding, undercoating, and lastly the top coat, two-pack paint supplied by brother Andrew. It has been about 50 years since I painted a car but it didn't take long to get the hang of it again. The neighbours had to put up with me painting in front of my garage on a sunny day, no complaints though and it turned out okay for a vacuum cleaner spray job. (just kidding)



Now for assembly, new safety glass all round made by Steve's son, Steve made the upholstery lining for cab and doors, Glenn Upholstered a Honda bench seat that was made to fit in very nicely, new brakes, wheel bearings and lots and lots and lots of all sorts of bits and pieces.

The COVID 'Jack Daniels' Model A Ford Pickup: Cont.

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Finally ready for a drive to Steve's to have the tray made and what a marvellous job Steve made using a steel frame clad in qwila with oak topping together with room for the spare wheel underneath, very cleverly done indeed

Off to Glenn Rhind for a tonneau cover, job done, we thought. "No way Jose!", we found the standard 40 HP engine even though it went well was not going to cut it for those long drives and steep hills. Steve decided to cobble together a more powerful engine with lightened flywheel, high compression head, 610 high lift cam, bigger inlet valves and topped off with a Sammy Guthrie weber carb and manifold, now we estimate 80HP and an overdrive makes the pickup a very nice and quiet running touring car, we are ready for the Irishman's Creek Rally.

2 days before we left for the Rally I decided to paint a set of 16 inch 35 V8 wheels and fitted Bridgestone tyres. We were off to the Rally another story for the next news letter Steve and I took 3 months on the project working 5 days a week from 10 AM to 4PM each day. It was a lot of work but very rewarding, we have had a lot of congratulatory comments and are grateful for the expert help given Paul Smeets, Derek Thomason, Errol McAlpine, George Spriggs, Andrew Costello, Glenn Rhind and of course Joss and Letitia Thank you.



As mere mortals we dream from afar: 1937 Bugatti goes under the hammer.

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Nearly every renowned automotive concours brings with it an "official" collector car auction house. For the Pebble Beach Concours d'Elegance, that auction house is California-based Gooding & Company. Conveniently, Gooding hosts its traditional two-day sale a short walk from the famed 18th fairway, at what is billed as the Parc du Concours. Parking at the sale is equally convenient; the smell of peninsula pines mixed with the Pacific breeze makes the site a comfortable affair to spectate or bid. The 2022 sale boasted 160 lots in total on August 19 - 20.

Like other sales in the area, Gooding touted a lineup of star offering; none brighter than this 1937 Bugatti Type 57SC Atalante. The company dedicated no less than 12 pages of its print catalogue to the French icon listed in part by its chassis number: 57523 - some of which outlined the basic history of the manufacturer. Most of the contents of those 12 pages, however, outlined the specific details of the Atalante; one of just 17 Type 57S editions ever built. It boasted known, uninterrupted ownership history since it was purchased in Paris by its original owner in 1937. It's been in the hands of 11 others since, meaning the Bugatti travelled (in order) to Brussels, Belgium; Vermont; Maryland; Louisiana; Michigan; Illinois; two cities in California; and two European locations. What makes all that compelling was that the original chassis, coachwork, and matching-numbers drive-train remained together, all confirmed during a stunning restoration. Pebble Beach, Amelia Island, and the Santa Barbara Concours were on its resume, too, along with a showing at Concorso d'Eleganza Villa d'Este. This world traveller, in turn, drew enough attention to realize a "gotta-have-it" sale price of just under \$17 Million NZ (including a buyer's premium).

Daffodil Rally: Sunday 21st August, report by Richard Bampton, images by Andrew Lunt.

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There was an excellent turnout at North Shore Airfield as members from three VCC branches, and many guests assembled for the annual Daffodil Run in aid of the Cancer Society. The marshals organised everyone into neat parking lines and there was time to check out some of the vehicles.

It was very good to see new member James Liu and his family with the Rover 3500 which he had purchased only 2 weeks earlier out on his first run. He found another Rover V8 aficionado in Brian Bisset, and they parked side



A few of the 98 vehicles that gathered at North Shore Airfield.

by side when they arrived at the destination in Matakana. Kevin Williams beautiful Packard was admired by all, and really great to see Richard and Mary Lloyd out in their 1929 Buick instead of the Daimler.

Most people were fortunate to arrive at Matakana, because, by following the instructions to turn right into Waitoki Road they found themselves heading for the wild places in the boondocks. Some, having returned to Waitoki village went to Matakana via Orewa, and others resumed the route. And some, using local knowledge, ignored the error and felt very smug.

It was difficult to make an accurate count of the cars at Matakana, because they were coming and going all the time, but probably in excess of 140 cars attended. One of these was Guy Williams Ford Zephyr, which has been in his family since new, and we hope that this run is the start of many more outings with us for Guy and Karen. Also spotted were some furry dice – but I'm not going to tell you who's car they were in. ...*(Editor: ..and I won't tell who left his daily driver locked in at the North Shore Aerodrome, causing much consternation, phone calls and lessons on 'Text Messaging')*



Above: James Liu with his latest Rover and parking beside Brian Bisset's Red Rover.



Daffodil Rally: Cont.

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Richard was offered, and accepted, a ride in John Castle's 1927 **Ford Model A**! I could make many excuses for accepting, but the one that I will use is that John is a very nice man and the Model A looks so much like an Austin 12/4 or Light 16 that it is probable that Henry based his design on that elegant and well made English machine, so I almost felt at home in it. The ride was almost as good as an Austin. The noise was slightly greater than an Austin. The performance (from an additional 1000cc) was nearly comparable to an Austin.



Kevin Williams' Packard captured at an earlier Couldrey House run.

Just like an Austin it was reliable. But it was the company and conversation inside the car that made the whole trip so enjoyable. Well done the organisers for a good run, and many thanks to John for allowing me the pleasure of a ride in his Ford and a relaxed day out.



The editor's MGB GT and Andrew Lunt's Zephyr.



Paul Brinsden's latest acquisition is this impressive Armstrong Siddeley.



Final destination at Matakana, where eventually we have 140 vehicles on display. Overall the three clubs raised over \$2,400 on the day plus the funds raised online via the Cancer Society Website.

Upcoming Events: Great work by John Castle giving us a full calendar of events.

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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.

September

September 16-19: NSVCC SPRING TOUR to Cape Reinga via Kerikeri, Kaitaia and Dargaville.
Contact Paul Collins at Collins.electronics@xtra.co.nz or phone 0272922204 for more details

October

October 14, 15, 16: Top of the South Targa:

October 23: (NB This is the 4th Sunday in October) Treasure Hunt and lunch on the Whangaparaoa Peninsula

November

November 20: Vauxhall Collection Raid and BBQ.

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.

John Castle has kindly volunteered to coordinate a programme of club runs over the next year. Please contact John directly if you have any suggestions or ideas for suitable runs. Email: jmcastle@xtra.co.nz

The club fully supports the latest government guidelines on Covid and your personal protection. Members are asked to ensure their own safety and respect the choices of others as we continue to fight Covid.



"55 RAG" Terry Flude's remarkable 1955 Chevrolet Bel-Air convertible.

Overview: Automobiles Ettore Bugatti was a German then French manufacturer of high-performance automobiles. The company was founded in 1909 in Molsheim, Alsace, by the Italian-born industrial designer Ettore Bugatti. The cars were known for their design beauty and for their many race victories. Famous Bugatti automobiles include the Type 35 Grand Prix cars, the Type 41 "Royale", the Type 57 "Atlantic" and the Type 55 sports car. The death of Ettore Bugatti in 1947 proved to be a severe blow for the marque, and the death of his son Jean Bugatti in 1939 meant that there was no successor to lead the factory. No more than about 8,000 cars were made. The company struggled financially, and it released one last model in the 1950s before eventually being purchased for its airplane parts business in 1963. In 1987, an Italian entrepreneur bought the brand name and revived it as Bugatti Automobili SpA.



Ettore Bugatti

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

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



1922 Bugatti Type 13

Racing successes: The company also enjoyed great success in early Grand Prix motor racing. In 1929 a privately entered Bugatti won the first ever Monaco Grand Prix. Racing success culminated with driver Jean-Pierre Wimille winning the 24 hours of Le Mans twice (in 1937 with Robert Benoist and 1939 with Pierre Veyron). Bugatti cars were extremely successful in racing. The little Bugatti Type 10 swept the top four positions at its first race.

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

After World War II: World War II left the Molsheim factory in ruins and the company lost control of the property. During the war, Bugatti planned a new factory at Levallois, a north-western suburb of Paris. After the war, Bugatti designed and planned to build a series of new cars, including the Type 73 road car and Type 73C single seat racing car, but in all Bugatti built only five Type 73 cars. Development of a 375 cc supercharged car was stopped when Ettore Bugatti died on 21 August 1947. Following Ettore Bugatti's death, the business declined further and made its last appearance as a business in its own right at a Paris Motor Show in October 1952. After a long decline, the original incarnation of Bugatti ceased operations in 1952.

Design: Bugattis are noticeably focused on design. Engine blocks were hand scraped to ensure that the surfaces were so flat that gaskets were not required for sealing, many of the exposed surfaces of the engine compartment featured *guilloché* (engine turned) finishes on them, and safety wires had been threaded through almost every fastener in intricately laced patterns. Rather than bolt the springs to the axles as most manufacturers did, Bugatti's axles were forged such that the spring passed through a carefully sized opening in the axle, a much more elegant solution requiring fewer parts. He famously described his arch competitor Bentley's cars as "the world's fastest lorries" for focusing on durability. According to Bugatti, "weight was the enemy".



Type 22



Type 23



Probably the most famous of all Bugattis
The Type 35B Grand Prix car.

Notable finds in the modern era: Relatives of Harold Carr found a rare 1937 Bugatti Type 57S Atalante when cataloguing the doctor's belongings after his death in 2009. Carr's Type 57S is notable because it was originally owned by British race car driver Earl Howe. Because much of the car's original equipment is intact, it can be restored without relying on replacement parts.^[9] On 10 July 2009, a 1925 Bugatti Brescia Type 22 which had lain at the bottom of Lake Maggiore on the border of Switzerland and Italy for 75 years was recovered from the lake.

Attempts at revival: The company attempted a comeback under Roland Bugatti in the mid-1950s with the mid-engined Type 251 race car. Designed with help from Gioacchino Colombo, the car failed to perform to expectations and the company's attempts at automobile production were halted.

In the 1960s, Virgil Exner designed a Bugatti as part of his "Revival Cars" project. A show version of this car was actually built by Ghia using the last Bugatti Type 101 chassis, and was shown at the 1965 Turin Motor Show. Finance was not forthcoming, and Exner then turned his attention to a revival of Stutz.

Bugatti continued manufacturing airplane parts and was sold to Hispano-Suiza, also a former auto maker turned aircraft supplier, in 1963. Snecma took over Hispano-Suiza in 1968. After acquiring Messier, Snecma merged Messier and Bugatti into Messier-Bugatti in 1977.

Bugatti Automobili S.p.A. (1987–1995): Italian entrepreneur Romano Artioli acquired the Bugatti brand in 1987, and established **Bugatti Automobili S.p.A.** Artioli commissioned architect Giampaolo Benedini to design the factory which was built in Campogalliano, Modena, Italy. Construction of the plant began in 1988, alongside the development of the first model, and it was inaugurated two years later in 1990. By 1989, the plans for the new Bugatti revival were presented by Paolo Stanzani and Marcello Gandini, designers of the Lamborghini Miura and Lamborghini Countach.



Type 57S



Type 50i

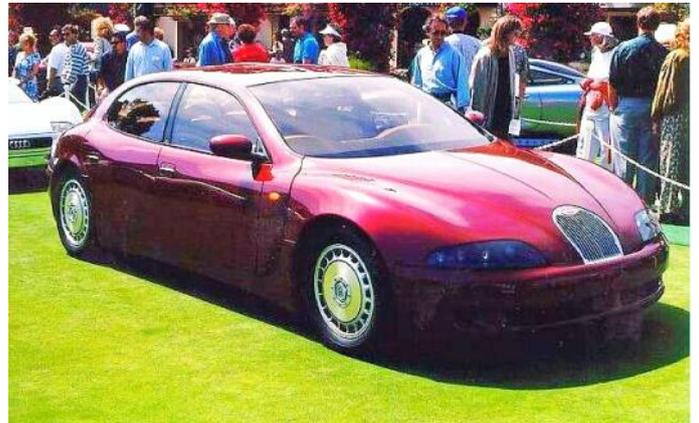


Type 73

The first production vehicle was the Bugatti EB110 GT which featured a 3.5-litre, 5-valve per cylinder, quad-turbocharged 60° V12 engine, a six-speed gearbox, and four-wheel drive. Stanzani proposed an aluminium honeycomb chassis, which was used for all early prototypes. He and president Artioli clashed over engineering decisions so Stanzani left the project and Artioli sought Nicola Materazzi to replace him in June 1990. Materazzi, who had been the chief designer for the Ferrari 288 GTO and Ferrari F40 replaced the aluminium chassis with a carbon fibre one manufactured by Aerospatiale and also altered the torque distribution of the car from 40:60 to 27:73. He remained Director until late 1992. Racing car designer Mauro Forghieri served as Bugatti's technical director from 1993 through 1994. On 27 August 1993, through his holding company, ACBN Holdings S.A. of Luxembourg, Romano Artioli purchased Lotus Cars from General Motors. Plans were made to list Bugatti shares on international stock exchanges.



EB110GT



EB112 Never happened.

Bugatti presented a prototype large saloon called the EB112 in 1993. Perhaps the most famous Bugatti EB110 owner was seven-time Formula One World Champion racing driver Michael Schumacher who purchased an EB110 in 1994. Schumacher sold his EB110, which had been repaired after a severe 1994 crash, to Modena Motorsport, a Ferrari service and race preparation garage in Germany. By the time the EB110 came to market, the North American and European economies were in recession. Poor economic conditions forced the company to fail and operations ceased in September 1995. A model specific to the US market called the "Bugatti America" was in the preparatory stages when the company ceased operations.



I cannot resist a photo of the Veyron 16.4, even though it did not hit the roads until 2003

Branch Delegates Report: National Executive and AGM Meetings 12/13 August 2022

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The meeting was held at the Doubletree by Hilton, Karaka, a new and very smart establishment.

- The Executive Meeting was mostly benign with little controversial discussion. Tony Bartlett on the Management Committee registered dissatisfaction with the reported minutes from the last Exec Meeting. He felt that the minutes failed to explain why his two proposed motions regarding 1) Promotional Names and 2) Definition of the word “Classic” were rejected. He suggested that he will re-submit those with amended wording.
- Dates and hosts for some future National Events were set and agreed: 2023 AGM to be held in Nelson
- Marlborough laid claims to host the National Vintage Rally in 2024 and the National Veteran Rally in 2025
- No volunteers yet to host the next International Rally
- The new Incorporated Societies Constitution (effective from 2025) will affect many branches and the National Club itself.
- North Shore must check that our recently agreed constitution does comply with the very latest wording from Incorporated Societies. ACTION: In Constitution Sub-Committee.
- There are a number of new requirements including, but not limited to:
 - Officers must have defined standards of integrity (no bankrupts etc).
 - Written procedures on dispute resolution.
 - Annual Accounts conforming to certain standards.
 - Apparently, the current National Executive and Management Committee. organisation will need drastic changes to conform with new rules. We must make our own investigations on that topic.

On Saturday morning the National AGM took place. The Executive Meeting continued after Saturday Lunch. Main points discussed were:

- Public Liability Insurance. Are we covered by Vero Policy?
- Do we have an Event Safety Checklist? Have we done everything reasonably required of us to protect the safety of ourselves and the public?
- I can see this becoming more and more important as the trend to a “Sue Me-Sue You” culture begins to creep and grow across the country.
- It is very likely that we will introduce a P2000 vehicle category and there may also be other changes to our category definitions.
- The National Club is preparing a New Strategic Plan with a big focus towards recruitment and membership benefits.

- There was some discussion on unfinancial members. If members miss the November renewal date then they (and the branch) receive 3 monthly reminders to renew. Thus it is very, very unlikely that administrative slip-ups can occur. As a branch we must make major improvements to our Unfinancial Members Follow-up procedures.
- A large number of original paper joining forms from 1992 to 2018 have gone astray. Do we still have those forms for our branch? This may help in disputes about 25 year badges.
- I raised the concern about the current voting procedure within the Executive. Basically one Management Committee Member has a vote as powerful as a full branch. That member also has a vote within his/her branch and can actually go against the vote of their own branch. A show of hands at the executive clearly showed that the many branches feel this situation needs review. Whether or not this is worth fixing before the changes for the new Incorporated Societies is a question. Hopefully with the recognition of this issue this situation will be avoided until such time as the new constitution is in place.



Just a few 'different photos from around the club yesterday. Most concerning is the rather nice wireless that is RIDDLED WITH WOODWORM/BORER. This needs urgent treatment.



NOTES OF MEETING 29 August 2022

New Members: Mike Goldthorpe, Sarah Dearlove, Paul Greenslade

Branch Printer: The previous printer has crashed and is no longer functional. Agreed to purchase a new printer.

Carpet: Discussion took place regarding the various options for carpet including cut pile carpet which was favoured over commercial grade carpet which needs to be glued down. Short pile agreed to. Colours were discussed with the wall colours being compared.

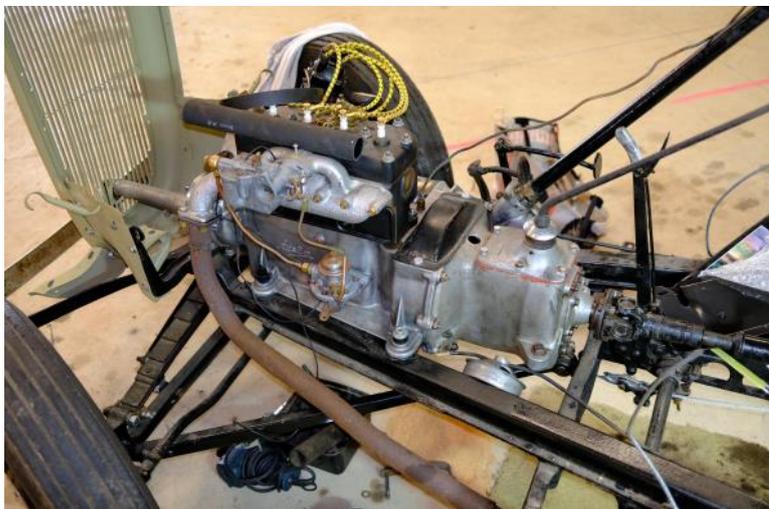
Club Commercial Vehicles: Consideration is being given to obtaining a D Plates for some of the Branch's older vehicles. Cannot go more than 50 km from the base.

Orewa Santa Parade: Saturday 26 November 2022 – will book 6 vehicles.

Television 65 inch screen: A new 65 inch SMART TV has been approved as part of the clubrooms upgrade.

Morris 8: New battery been installed, WOF this Thursday. Note that any member may borrow this vehicle to use on runs and rallies.

Bylaw link: A discussion took place regarding the introduction of branch bylaws. A constitutional amendment that introduces the function of the bylaws, how they are developed, approved, managed and rescinded. In summary any new proposed bylaw will be printed in the Progress magazine giving 20 days for the membership to discuss and if nothing contentions the by law will be enacted. Any member comments or objections must be resolved before the bylaw becomes active.



Shiny shine shine! Richard Ellis' Austin 7 Engine.



John Higham keeping things tidy.

About Us

Progress
September 2022

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

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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