



North Shore
Vintage and
Classic Car Club

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Progress:

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



Hi all, welcome to your July 2023 edition of Progress magazine. As I sit here on a wet Monday afternoon, I am looking forward (yes really!) to our first committee meeting after the AGM. We have three new members on the committee this year, Barb Stubbs, James Liu and John Castle. It will be great to have three new sets of ideas and opinions around the table, not forgetting that for the first time in many years we have a woman on the committee. Excellent!

Helen and I fly off to the UK in a week or so, and we will be away for the best part of 6 weeks. I am taking my laptop but do not expect to have the peace (two grandchildren under 4 years on UK summer holidays) or time to produce much of an August newsletter. I will get important notices, chairman's report and committee minutes away, but don't expect the usual number of pages. Apart from being at our daughter's and visiting friends and family, I hope to get away to a few car shows including the "Tatton Park, Passion for Power" event. (Google that. It's huge!). There will be photos.

The list of potential expenses over the next few years has focused the mind of the committee to look for ways to save money and increase revenues. Following a suggestion at the AGM, Kevin Lord and Tony Sparkes are reviewing our monthly charges for member vehicle garaging and have decided to increase the charge for new entrants to \$120 per month. In addition the committee have decided to ask for a **voluntary** gold coin donation for our Thursday morning 'Smoko'. A \$2 donation from attendees would save the club at least \$2,000 per year. This donation policy will come into play from 1st July 2023.

Finally, a reminder that we are trying to establish a register of known/recommended, service agents, garages and specialist repairers for our cars. Thus far just THREE of our members have answered this call. If you've had good service from someone then please let us know.

Stuart Battersby: battersby56nz@gmail.com

In this edition:

- * **Chairman's Report.**
- * **Photos:** Terry Costello catches more candid shots.
- * **Long term financial planning:** Potential land sale discussion.
- * **Japanese micro cars:** Weird and wonderful, but I won't fit!
- * **AGM Awards:** Photos and winners.
- * **Club By-laws:** New laws that will need your comment/approval.
- * **Upcoming events:** Now through to December.
- * **Club vehicle projects:** Update.
- * **June club run report:** Max Pople reports.
- * **Focus on the Marque:** *Cover girl this month is a Ansaldo.*

*Cover girl this month is a
1923 Ansaldo 6A*



Chairman's Report: John Higham,

June 2023

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Hello Members.

This is my first report following election at a very well attended and supportive AGM earlier in the month.

My thanks and appreciation for the input to the branch of retiring Chairman Tony Sparkes and committee members Peter Lloyd and Barry Thompson. Further, my thanks to returning Secretary Maurice Whitham, Treasurer Ross Moon, Deputy Chairman Terry Flude, and committee members Stuart Battersby, Richard Lloyd, Andrew Lunt, and Arnold Van Zon. Welcome to John Castle, who makes his role official as Club Captain, and new committee members Barb Stubbs and James Liu. And welcome back to Tony Sparkes as Delegate.

At the AGM the committee were tasked with investigating and reporting back to members on the potential of selling a portion of the branch property at 40 Masons Road. This was an amended outcome to the Notice of Motion that was put to the AGM to sell a particular portion of size and location. The amendment was necessitated due to the recent correspondence from a NZTA (Waka Kotahi) and Auckland Transport Joint Venture where they advised the branch (in a letter dated 30 May 2023 but received 8 June 2023) that they are looking into putting a *Notice of Requirement* in place to route protect certain areas of land for future transport projects, possibly 10, or even up to 30 years hence. That showed an area of the northern end of the site may be affected. NZTA/AT say in that letter that they had contacted and met with potentially affected landowners in 2022, but the committee has no record of that. We are to meet with them on 29 June 2023.

The question of whether or not the branch should sell property has, in the past, brought forward various and differing opinions from the membership. The committee knows from several informal approaches from members that similar divergent views currently exist. So that the committee can take such membership concerns and views into consideration during the preparation of their report, I ask that any member wishing to have a say writes to the branch committee formally via the secretary (northshore@vcc.org.nz) as soon as is practically possible. If any members have town planning, land subdivision, valuation or similar expertise that may be of assistance to the committee in their deliberations, can they please get in touch.

John Higham, Chairman.

Have camera-phone will travel: A few shots around the club by Terry Costello.

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Neil and Bruce Pitcher sort the De-Soto hub.



Fingerprints on chrome!



Kelvin Hawke dives into the Morris.



Coxy and Bill Duffy with Hands on Hips.



Catherine Macken's De Soto has been poorly.



Paul Brinsden and Gavin Welch get to grips with the deck.

Long term financial planning: Some personal comments on a potential land sale.

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The recent AGM saw a wonderful debate around a Notice of Motion that the club sell some of our Northern paddock. Predictably there were strong feelings on both sides of the argument although perhaps the 'sting' was taken out of the debate by a Potential Notice of Requirement from NZTA arriving just a few days before the AGM. Hopefully we can resolve that particular hurdle in the near future. In the interim the NoM was amended to one that authorised the committee to investigate the possible sale of some and report back to the membership by the end of calendar year 2023.

Just adding a personal view on this discussion, I feel that before we produce a 'solution' we must define the 'problem' that our 'solution' is required to fix.

We have a few factors coming together that create a problem:

- Our property, buildings, equipment, vehicles and grounds are getting older and will eventually require increasing on-going renewal, replacement, upgrades and restoration.
- Our membership is getting older and we can no longer rely on energetic 40-50 year olds climbing ladders and scaffolding, digging holes, hauling concrete as we attempt to 'DIY' our maintenance. We will need to use commercial contractors to complete many tasks.
- With increasing costs of maintenance, insurance, fire and security systems and a static revenue stream from memberships and garaging it is prudent to take a long term look at our financial position.

Put simply, at some time in the next few years we will likely need to increase our income if we are to maintain and improve our current facilities. Over the next few months the committee will produce a detailed 5 year expenditure forecast that can be combined with an income forecast and then circulated to members for review. Its important, however, that the membership fully understands and appreciates that there may be 'clouds on the horizon'.

We then need to look at ways to increase revenues. There are a number of options:

- Increase charges for membership and garaging.
- Sell off some of our less significant project vehicles.
- Leasing some of our land and or facilities.
- Selling some of our land.
- Others?

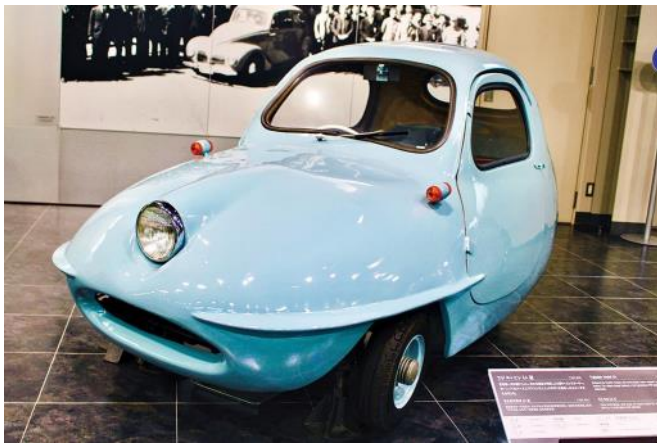
Selling land is the most sensitive. We have all heard the phrase "land bank": we all know that "once it's gone it's gone", but we must recognise that all that our land is giving us at the moment is grass clippings. We have a tremendously valuable asset, but we are deriving no benefit from it.

It is important to state that there are no hidden agendas here; no plans to buy a villa in the Bay of Islands, etc. Over the next few months we must have an open debate where all members and the committee are able to see all the facts, all the options and jointly make the right decisions for our club. *Stuart Battersby: Editor.*

I recall Jim Masson telling me that at the 2023 Brits and Euros event he was asked to display his Fiat 850 Sport in the 'Microcars Feature'. I don't think Jim was keen on that idea. Picking up on that thread, regular contributor Bruce Skinner has provided some details of a recent Japanese Micro Car show. Gosh there's some weird stuff there.



1955 Flying Feather: A side project for Yutaka Katayama (later the father of the Datsun 240Z) and designer Ryuichi Tomiya after their employer, Nissan, wasn't interested in it, the two-passenger Flying Feather with wire-spoke motorcycle tires was designed for the entry level market. Powered by a 12.5 hp rear-mounted, air-cooled V-twin engine, it was built by Suminoe Engineering Works, but with shortcomings, like the lack of front wheel brakes, it wasn't a success and around 200 were built.



1955 Fujicabin Model 5A, with its one headlight and 9-foot 8-inch-long fishlike cabin, looked like a cross between a Cyclops and a guppy. It was designed by Ryuichi Tomiya. The three-wheeled two-seater boasted a pioneering fiberglass monocoque body while its air-cooled, two-stroke, one-cylinder engine was rated at 5 hp. It propelled the 286-pound car to a top speed of 36 mph. In keeping with its scooter-like size, the 5A had a kick starter and handlebar. Built by hand from 1955 through 1957, the car never took off and only 85 were produced.



1962 Cony Guppy Sports: Aichi Machine Industry Co. (which merged into Nissan in 1966) produced the 600-pound Cony Guppy that they dared call a truck because of its flatbed that could handle a 220-pound payload. Smaller than many kei cars, it was just 8-feet 5-inches long with a 199-cc, 10-hp engine. Less than 5,000 were produced. In keeping with its carnival ride persona, many were converted for use in a children's amusement park. The example at the Toyota Automobile Museum was altered into a convertible.



1963 Honda S500: Although small, this convertible wasn't officially a kei car due to its 10-foot 9-inch length and 531-cc engine. It rates inclusion here due to it being the successful motorcycle manufacturer's first production passenger automobile. It was a gamble to make their first car a sports car, but company founder and former mechanic Soichiro Honda applied his knowledge of motorcycles to create a car with chain-driven rear wheels. The Japanese motoring press called it "just a four-wheeled motorcycle"!



Subaru 360: Fuji Heavy Industries started manufacturing the Subaru 360 for the domestic Japanese market in 1958. Resembling the VW Beetle, this first Subaru car was nicknamed the Ladybug. It became a pioneer for exporting kei cars when, a decade later, Malcolm Bricklin (of eponymous sports car fame) co-founded Subaru of America and began importing the to the States. In April 1969 *Consumer Reports* published an in-depth review of the two-stroke car and rated it as "Not Acceptable,".



1981 Comuta-car: The under-eight-foot-long wedge-shaped electric Comuta-car was derived from the mid-'70s CitiCar. Built in Sebring, Florida, by Commuter Vehicles, Inc., it was powered by eight six-volt, lead-acid batteries that provided 6 hp with a range of 40 miles at a cruising speed of 35 mph. It was marketed as a safe car due to the protection of a roll cage crafted out of aircraft-grade aluminum. Given its shape, that feature presumably came in handy if you tried to actually commute in one.

Editor: I have a personal theory on car design that 'ugly' to 'beautiful' is not a straight line progression rather it's a circle and it is possible that a car can be so ugly that it actually becomes beautiful. Take the 1960s Citroen DS or the Triumph TR6 as examples; such weird ugly design, but in my eyes at least they are 'beautiful' cars..... but that Comuta-Car monstrosity is just plain ugly in all respects.

AGM Awards: Winners.

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Wednesday 14th June 2023 was AGM night and many members were recognised for their contributions to the club and our rallies and runs. Here is the full list of winners together with some photos from the night.

Club Captain's Cup – Kevin Benseman, **Most Enthusiastic Member** – Maurice Whitham, **The Posh Picnic Trophy** – Mike and Christine Swanton, **Post 60's Trophy** – Andrew Lunt, **P. W. V. Trophy** – Most consistent enthusiast in P. W. V. vehicle over the year – Terry Costello, **Shore City Trophy** – First North Shore entrant in annual veteran rally or most rallied veteran – Paul Brinsden, **Hillclimb Cup (now Gymkhana Cup)** – Winner of Annual Gymkhana – Jim and Lynn Hefkey, **Ladies Trophy** – Best results, lady entrant Northern Raid or Club events – Julie Croft, **Motorcycle Trophy** – Restoration of the year – Arnold Van Zon, **Rolling Pin Trophy** – Most involvement by husband/wife/partner with club events or activities – Pete and Barbara Stubbs, **Points Trophy** – Members who gains most points in monthly Club events over one year – Derek and Lucia Liefting,



Tony and Arnold see the funny side.



Tony and Julie Croft.



Tony with Barb and Pete Stubbs.



Tony with Andrew Lunt.



Tony with Kevin Benseman.



Tony and Maurice.



Tony and Jim Hefkey.

If... I publish this: will you please stop banging on about your silly old Austins?

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Dear Editor,

I go to a lot of time and trouble writing articles and taking photographs for Progress, and so it was with great disappointment that I noticed that you had omitted the picture of the most important car in the Hamilton Classic Car Museum collection from your June edition of Progress. I refer, of course, to the historic Austin 7, and attach several photos of the vehicle. I am confident that you will demonstrate your expertise as an editor and your great knowledge of significant and historic vehicles by including at least one of the photos that are attached.

Regards Richard Bampton



Happy Now??

2023 Draft Branch Policy and By-laws: of the North Shore Vintage and Classic Car Club. 14 June 2023.

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You may recall when we updated our club constitution 12 months ago, we identified that we had not developed a set of club by-laws required to give detail to our constitution. A few months ago in this magazine we noted that when new by-laws are added or existing ones changed, we would include those additions/changes in the magazine and give members 20 days to disagree, comment or add to those bylaws. Over the next few pages we have the committee's proposals for our by-laws. You will note in this edition we have only published by-laws 1,3, 5, 6, for your discussion and approval. In subsequent editions of **Progress** you will receive By-law 2. **Purchases and Donations by Branch** and By-law 4. **Conduct and Discipline, Complaints and Disciplinary Procedure**. Both of these need further development and or approval by Head Office.

Now is your chance to comment on these by-laws: If you have any comments then please write/email within 20 days to the secretary : northshore@vcc.org.nz .

1. By-laws

- a. By-laws are created in accordance with clause 20 of the Branch Rules of the North Shore Branch, Vintage Car Club of New Zealand Incorporated, also known as the North Shore Vintage and Classic Car Club, to describe how the principles of those Branch Rules shall be put into effect. Words used in these By-laws that are defined in the Branch Rules are spelt with a capital letter.
- b. The Branch Committee will from time-to-time make By-laws for the general management of the Branch so long as they are not inconsistent with the Branch Rules or the provisions of law. An annual review shall be made of Branch By-laws to ensure that they continue to be relevant to the Branch.
- c. All proposed additions or alterations to the By-laws, or proposed deletions from the By-laws, as considered by the Branch Committee, shall be notified to Branch Members in the Branch newsletter and can only be adopted at a Branch Committee meeting following publication of that Branch newsletter. Branch Members wishing to comment on any such change to the By-laws may do so in writing to the Branch Secretary within 20 days of publication of that Branch newsletter. The Branch Committee shall not proceed with the adoption, alteration, or deletion of any By-law until any such Member comment is resolved.
- d. Any new, altered, or rescinded Branch By-law shall be recorded in the minutes of the Branch Committee meetings.
- e. Branch Members may propose to the Branch Committee a possible By-law for the general management of the Branch. Any such proposal shall be given to the Branch Secretary signed by at least five Branch Members.
- f. Branch Members shall be entitled to a copy of the Branch By-laws. A copy of the Branch By-laws shall be available for Branch Members to read in the Branch clubrooms or to view on the Branch website.

3. Bequests, donations, or gifts

Any bequest, donation, or gift of property to the Branch in accordance with clause 5.9 of the Branch Rules, whose market value exceeds \$1,000, shall be documented upon receipt to record the change in ownership and any attaching conditions.

In the absence of any conflicting conditions agreed to by the Branch in writing, any asset that has been bequeathed, donated, or gifted to the Branch shall be utilised or disposed of as the Branch Committee alone shall determine.

5. Management of the Branch

In addition to the record of responsibilities stated in clause 11 of the Branch Rules, the Club Captain is responsible for:

- a. Developing, together with other Members, a programme of Branch events to present to the Branch Committee.
- b. Preparing the agreed programme of Branch events and providing the details to the editor of the Branch newsletter.
- c. Trouble shooting problems that arise around Branch events.
- d. Organising occasional training events, for example on writing rally instructions and interpreting rally instructions. (such as, straight line navigation or tulip instructions.)
- e. Recording participation in Branch events and presenting the various trophies to those deserving of them.
- f. Assisting Members to uphold the Branch Objects whilst Members are attending Branch events or visiting the Branch.

6. Branch premises

In the interests of the safety and comfort of Members and visitors, dogs (or any other animals which may cause discomfort or distress to other Members) are not permitted in the Branch buildings provided however that working guide dogs, hearing or assistance dogs shall be permitted. Members or visitors may bring pets onto the Branch grounds so long as the pets are kept under control.

The Branch buildings shall be a smokefree area. That is, no smoking or vaping.

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.

Future Events:

July

July 19: Auckland Midweek Tourers: Southern start: (If we get a new route plotter).

July 29: Classic Movie Night: Including meal (either Fish n' Chips or Pizza. t.b.a).

August

August 16: Auckland Midweek Tourers: Starting from The Warehouse Carpark in old Westgate. 10-00 am for a 10-30 am departure. BYO lunch. We are off on some of the "best in the West" rural roads to Silverdale to see the collection of Dave Tuke.

August 20: Daffodil Day: Combined Tri-Club Run with the usual suspects.

September

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

October

October 22: Visit to a private garden in Coatesville with lunch to follow. organised by Ross Moon.

November

November 19: Club Run to Orewa/Whangaparoa area visiting an Austin collection and other classic collections.

December

December 17: Christmas family get together. Bring a plate.

December 21: Thursday Christmas BBQ. 11.00am at the club.

Regular Diary

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

Tuesday Mornings: Restoration shed open. Coffee and tea around 10-ish.

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

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

Club vehicle restoration updates: A quick update on our own vehicles.

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At our recent AGM we had a discussion on the future of our Lanchester Eleven. There were suggestions to sell the car and other suggestions to start the restoration soon in order to deploy skills.

The problem with starting another project is that we still have outstanding work on most if not all our project vehicles. Once a vehicle is finished we can decide, as a club (not just the committee), on the future on the vehicle. This article reviews the current status of our projects, together with a few controversial suggestions for discussion.

The Dennis Bus: This project has stalled since the bus was moved into the new shed. To complete this project we need to finish electrical wiring, lamps etc and fit the rear bumper. This is our flagship and should be finished ASAP ready for displays and short runs. Just to scotch whoever is spreading rumours; there is not now and never was any plan or discussion about selling the bus. The bus **IS** Northshore VCC and will remain so.

The Fire Engine: Another of our flagship projects. The truck currently runs poorly, and the spark plugs foul up regularly. There are a few theories on the causes but the issues need resolving before the summer season.

The Morris 8: Has been in trouble recently with a damaged gearbox, poor running, flat battery and seized starter motor. There is also some cracking/chipped paint around the drivers door hinges. Most engineering issues have been fixed and at the time of writing she starts but is still running a little lumpy. There are no suggestions that we dispose of the Morris.

The Chevrolet Taxi: To all intents and purposes this vehicle is finished, but some years ago the certifier commented that he needed some stripping of the floor area to inspect welding. Very little has been done since then. Doubts have been expressed that we keep this vehicle.

The Wolseley 6/80: An untested replacement engine was fitted two years ago and on testing water squirted from most frost plugs. The decision to revert to the original matching numbers engine was made and we have one member working on that. Some valve seats have been replaced but the crank, bearings and cylinders are good and will need no work. Doubts have been expressed about keeping this vehicle.

The Bedford Tow Truck: After a complete rewiring and carburettor service the truck was driven out to be displayed on our Anniversary Day. The steering was reported as very stiff and the brakes weren't working. We have adjusted the steering box and fixed one problem. We found all wheel cylinders were seized and are halfway through servicing those. The fuel gauge doesn't work. Next job is to get a certifier to inspect the truck and give us a way ahead. There are mixed opinions about the future of this vehicle.

BSA Van: Is progressing well, the chassis has been certified and the wooden body framing is nearly finished. Next task is to start on engine/drive train installation. This is a very rare vehicle and will become a permanent and key part of our collection.

The Lanchester Eleven: Work has not started on this vehicle but it will require a huge amount of work. Unfortunately the vehicle is not a Lanchester from the same stock as those early cars of which King Edward VII spoke so highly. Our Lanchester was built at the time that Daimler owned BSA and Lanchester and the “Badge-Engineering” trend was starting. Before any work starts we should re-evaluate this project and agree as a club, whether or not to invest energy and cash in the restoration.

The Dennis WW2 Fire Pump: Work on this project has not started. This is a difficult situation. Undoubtedly this is a rare historic project, but its not a ‘vehicle’ (according to NZTA definitions) and as such it is outside the terms of our constitution and objectives. It really belongs on a Fire Service Museum. Museums generally expect items to be donated or loaned to them and so we have to assume that we would not recover any compensation for our time or expenses in restoring this piece. Given that the pump is outside our constitutional remit and any restoration costs would be unrecoverable it looks as if the pump should go.

Way ahead: You can see from the above list that none of our vehicles are finished. Unfortunately we have a tendency (not unsurprising given we are all volunteers) to move onto the next, more interesting, project before we have finished the current one. We have fewer members working on restorations than ever before, we are spread too thinly and not finishing anything. Sorry that’s a bit blunt, but it’s the situation with which we are faced. We need to make some cold-hearted decisions on the way forward. What projects do we push on and finish, what projects do we keep and what projects do we sell? Where do we apply our scarce resources?

This isn’t just an academic discussion: there is a cost/loss associated with our decisions. Obviously if we sell a vehicle we gain some revenue but if we keep a vehicle we have all the running and storage costs. In addition every slot taken up by one of our projects costs us \$120 per month in lost parking charges. What are your thoughts?



According to NZTA this is not a ‘Vehicle’ and thus falls outside of our constitutional objectives.

Two old men sitting in deck chairs: Gaining popularity as members queue up to feature here.

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Trevor Larsen and Neville Gregory enjoy the moment together.



Phil Smith and Colin Austen humour the photographer.

Back Country Run, June 2023: Report by Max Pople, photos by Andrew Lunt.

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After a previous night of heavy rain, Sunday 18th dawned as a chilly, cloudy, misty morning. Thirteen vehicles including 2 moderns, met at Riverhead War Memorial Park for an interesting run to Helensville, through undulating country roads. The route progressed through the back of Riverhead and Kumeu, eventually leading out to State Highway 16. After passing through Waimaukau and Woodhill we turned inland again into Kiwitahi Road. What a spectacular road. This led up and along the ridge of hills looking down onto green valleys on either side. At times where the route should have been very scenic, some of our views out to the Kaipara were hampered by mist. So we did strike a bit of fog up there which made it somewhat challenging.

We descended back into the sunshine, and arrived into Helensville, where we proceeded to Thrifty Auto Supplies on Mill Road. If you haven't already been to Thrifty, this is a great place to locate any hard to find, elusive item. Thrifty Auto Supplies has been supplying nuts, bolts, tools, and engineering supplies to the Kaipara Region for over 40 years. After perusing their well-ordered shelves, we gathered around outside in the now pleasant sunshine before heading to the Ginger Crunch Cafe.

Ginger Crunch Cafe is part of what used to be the old Helensville Railway Station, and there are some interesting historical photographs displayed on the walls. We received prompt great service and excellent food, and I am sure we all had a very enjoyable lunch.



Misty start at Riverhead.



Nice to see Kevin Lord and his magnificent XJ.



Bruce Pitcher's Ford V8 'Bonus' Truck.

Back Country Run: Cont.

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After lunch we had planned to visit the Helensville Pioneer Museum, however unfortunately the contact person was not on site, thus we are saving that visit for another day.

Thank you to John Castle for organising a most enjoyable day, along a well planned route.

Right: Members enjoy lunch at the Ginger Crunch Café.

Below: Heads and Tails as Peter Lloyd's Zodiac sits alongside Andrew Lunt's Datsun SSS.



Very few owners are brave enough to park alongside Max Pople's stunning 1976 4.2 Litre Jaguar XJC for fear of comparison.



Focus on the Marque: Ansaldo: Only produced cars between 1918 and 1936.

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Parent company history: The company was founded in 1853 as Gio. Ansaldo & C. S.A.S. by renowned players in the Genoese business world, such as Giovanni Ansaldo, Raffaele Rubattino, Giacomo Filippo Penco and Carlo Bombrini. Until the end of the 19th century, the company focused on manufacturing and repairing railway components, quickly becoming a 10,000-worker company with seven factories, and starting to expand into sectors such as shipbuilding and mechanical works in general.



*Giovanni Ansaldo,
1853.*

20th century expansion and dissolution: In 1904, Ansaldo was bought by Ferdinando Maria Perrone who, along with his sons Mario and Pio, bound the name of the Perrone family to the history of the company. Over the next twenty years, he aimed at making Ansaldo fully independent both in the ironworks and weapon-making areas, thanks to strong vertical integration. The onset of World War I was of obvious potential benefit to the company, though Italy was initially neutral. Ansaldo advocated for Italian entry into the war, both directly and by funding political groups that supported the war, such as Benito Mussolini's proto-Fascist movement.



Ansaldo SV5 WW1 aircraft.

The efforts paid off when Italy entered the war. In 1914 the company was worth 30 million lire, but its market value grew to 500 million by 1918. When the company issued shares in the summer of 1918 worth 400 million lire Ansaldo employed 80,000 workers, had dozens of factories and controlled companies such as A. CerPELLI & C., Banca industriale Italiana, Cantieri Officine Savoia, Dynamit Nobel, Gio. Fossati & C., Lloyd ItalicO, Nazionale di Navigazione, Pomilio, Società Idroelettrica Negri, and Transatlantica Italiana.



The Ansaldo built battleship Giulio Cesare, launched in 1911.

Following a financial crisis with its largest creditor, *Banca Italiana di Sconto*, and problems in reconverting factories after the end of World War I, the Perrone family abandoned the company in 1921, and the Banca d'Italia led a consortium to save it from bankruptcy. Company strategies were drastically sized down, and during the 1920s, even though electro-mechanical productions grew significantly, Ansaldo found itself in such dire difficulties that it finally entered the control of the Istituto per la Ricostruzione Industriale (IRI), under which the company found new life and growth, partly thanks to the new war effort during fascism. The main figure in this rebirth, the engineer Agostino Rocca, reconfigured the structure and organisation of the company during his tenure as chief executive officer from 1935 to the end of World War II. War contracts indeed led to a significant growth: Ansaldo had 22,000 employees in 1939, and 35,000 in 1943.

After the end of World War II, conversion to peacetime production again caused problems for the company. In 1948, IRI entrusted the company to Finmeccanica, which operated several reorganisation measures during the 1950s and 1960s, such as the relinquishing of all shipbuilding activities to Italcantieri of Trieste in 1966. From that year, Finmeccanica further engaged Ansaldo within its activities, and in 1980 they formed Italy's largest thermo-electric group. In 1993, Ansaldo ceased to exist as an independent entity, having been completely absorbed by Finmeccanica.

Ansaldo Automobili: a branch of S.A. Gio. Ansaldo in Genova, was founded in 1918 and survived with different names until 1945. One of Italy's biggest engineering groups, Ansaldo turned their idle aero-engine works over to Ansaldo car manufacture in 1919, their Soria-designed range being intended for volume production in competition with FIAT. The advanced 4-cylinder ohc engines contrasted with the 3-speed gearboxes, central change, wooden wheels, and austere, Chevrolet-like tourer bodywork, but even the basic 1.847cc Ansaldo 4A car was capable of 55mph, and by 1922 it had been joined by the 2-litre Ansaldo 4CS car for sale that managed 70mph on an output of 48bhp. FIAT, at the time, were making five times as many cars. In 1923 there came both four-wheel brakes and a six, the 2-litre Ansaldo 6A car with coil ignition. In 1926 there was even a cheap Ansaldo car for sale with 1½-litre, the Ansaldo 10 car with transverse front suspension. The 1927 Ansaldo sixes had 2.2-litre engines and four forward speeds; the latter, long with coil ignition, were found on the bigger fours by 1928. Unfortunately Soria's resignation in 1927 left Ansaldo with no new ideas, though his final efforts reached the market in 1929 and were the company's staples after 1930. The Ansaldo 18 for sale was merely an enlarged 2.8-litre six, but the Ansaldo 22 car for sale, was a large and luxurious 3½-litre pushrod straight-8 on an 11ft 2in wheelbase, distinguished by its disc wheels with quick-detachable rims. These were a product of Ruotificio Italiano, an Ansaldo subsidiary.



Have you ever seen one of these?



1921 Ansaldo 4A.



1923 Ansaldo 6A.



Ansaldo 15 GS Berlina Lotti.

In 1932 the CEVA concern was organized to take over the stock of 400 unsold Ansaldo 18 and Ansaldo 22 chassis, and these were still available, with restyled body work, as late as 1936.

Among the company's last cars was an OHV straight-8 of 3,532 cc (215.5 cu in). AnsalDOS were generally of good quality and modern design, and competed in many races.



The 1930 Ansaldo 22 Straight 8.



*The latest and the greatest at the end of the line
Ansaldo 22 Lusso Zagatto.*

A Brief History On The 356 Gmünd: The First Porsche.

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July 2023

While you are getting air in your GT3 RS at the Nürburgring's *Flugplatz*, it might be hard to image Porsche as a struggling car company working out of a sawmill in Gmünd, Austria. It also might be hard to imagine that the first cars to bear the Porsche name were from that same small town, 500 miles from its current home in Stuttgart.

In 1931 Dr. Ferdinand Porsche was working in his factory in Zuffenhausen, Germany, on various motorized vehicles including the Volkswagen, and later, tools of war funded by the German military. By 1944, it, and other facilities in the area had become targets for Allied bombers. Legend has it that a stray bomb entered the basement and destroyed prototypes and plans, cementing the decision that Porsche and his family would move southeast to Gmünd, Austria, to continue operations. It was there that Porsche's son Ferdinand "Ferry" Porsche would create the first roadster and speedster that bear the Porsche name.

When WWII ended the Allies spared the Gmünd factory, allowing the engineers to remain there making farm equipment, turbines, and winches as well as repairing VWs. In 1947 Ferry Porsche ordered drawings for a small mid-engine, two-seat sports car he had imagined after a visit to the United States ten years earlier. In 1948, the Porsche 356-001, also known as the Gmünd Roadster, was built using an engine and suspension sourced from Volkswagen Beetle. Designer Erwin Komenda and Porsche craftsmen hammered out its aluminum body on a wooden buck.

This version shown here is a replica of the roadster powered by a 1.1L flat four that made 35 horsepower. The original roadster carried the serial number 356-001 and was issued a permit and the license plate number K-45-286 in 1948. The roadster was sold and re-sold until 1978 when Richard von Frankenberg bought it back for the Porsche Museum. Through the 1980s and 1990s the car toured the world, suffering damage in transit or stored outdoors. In 2018, the Porsche Museum created the replica that is as close as possible to the original to take over the touring duties and associated risk to what is what is now a priceless Porsche artifact.



1948 356/2 Coupe.



1948 356/1 Roadster.

The Porsche engineers in Gmünd also planned to build a practical, year-round version of the 1948 356. In August 1948, plans were drawn for a rear-engine coupe using the VW drivetrain layout, and a body-on-platform design instead of the space frame that was used on the Roadster. The resulting design improved stability and handling and allowed for luggage space behind the seats and room for a cabriolet top. Both a coupe and a cabriolet were displayed for the first time at the Geneva Auto Show in 1949. Between 1947-49 there were roughly 50 aluminum-bodied 356 Porsches built at the factory in Austria, eight of them were cabriolets.



The 356, Pre-CAD, CGI and Virtual Reality.

By 1950, the engineers from the Gmünd facility had moved back to Zuffenhausen to restart operations after the war. The new 356 models would be made from steel instead of aluminum with VW drivetrains. With the help of importer Max Hoffman, who convinced Ferry Porsche to send the cars to America; Jon von Neuman, who knew what it meant to be an influencer 40 years before the Internet; and Vasek Polak, who was an early tuner, the West became the largest market for the car. By May of 1951, 500 Porsches had been manufactured and by the end of the production run in 1964 (or 1966, depending on who you ask), more than 75,000 Porsche 356s had been built. Today you can see the Gmünd Roadster and several original 356 coupes as they tour the world.



Apart from the fact that I can't fit inside one, I'm not a huge fan of modern Porsches. But this is stunning!

June 2023 Committee Notes: Read carefully

membership feedback required on a few items.

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New Members: Nil

5 Year Plan: It has been suggested that a five-year financial plan be developed. Need to have a suggested plan of functions/work needed for the club, e.g. roof replacement. Ideas are welcome and should be forwarded to any member of the committee.

Health & Safety The appointment of a person designated as H & S officer was been raised again and we seek a volunteer for this position.

Membership: At this stage the Branch membership has steadily been increasing and has gone from 160 to over 220+ with new members joining almost monthly.

Parts Shed: The need for a fire alarm in the Parts Shed was raised along with separate isolating RCD's for the Restoration Shed. At the moment several cords are run off multiplugs which is dangerous. This matter is being followed up.

Storage costs: The question of costs for the rental of the storage shed was raised at the AGM. The committee has unanimously agreed to increase the rental from \$100.00 per month to \$120.00 per month for new renters. The increase will apply from the 1 August 2023.

Weekend Opening: It was suggested that the Branch should look at once a month opening on a Sunday and the committee is keen to gauge interest from the membership.

Long Membership awards: Note needed in the Progress re members who consider or think that they are eligible for Long Membership Badges. This particularly applies where members have transferred into the branch and their previous membership is not known.

Morning teas: The Committee has considered that a gold coin donation should be charged for the Thursday morning teas as only a limited number of members benefit from these morning teas. This donation will commence in July 2023.

Fire Pump: It has been suggested that the fire pump should be disposed of as it is not technically a vehicle and cannot be towed behind the Fire Truck. Also, it is occupying a car space in the Storage Shed costing the Club \$1,440.00 pa. Any suggestions from the membership is welcome.

Flat Maintenance: Maintenance is required on the flat including replacement of a leaking window. This is currently being investigated.

Welder: It has been suggested that the large three phase welder in the restoration shed be disposed of as it is never used, it is very heavy and takes up space. It there any suggestions from the membership?

Wednesday night meetings: These meetings are being looked after by James Liu in lieu of Andrew Lunt during July 2023.

Club Address: 40 Masons Rd, Albany, 0632

Phone: 09-4792779: **email:** northshorevcc@gmail.com

Website: www.northshorevcc.com

Club Nights: Every Wednesday from 7.30pm.

Restoration Shed: Every Tuesday & Thursday morning 9am - 12pm.

Committee Meetings: Last Monday of the month, 6.00pm.

Club Runs: Normally 12.30-1pm start, 3rd Sun. of month. Always check the 'Upcoming events'.

VERO Branch Reference Number: HO0300144 (Quoting this number when renewing your insurance gives a small commission back to the club).

Club Committee

Chairman: John Higham 09-478-7973

Vice-Chairman: Terry Flude: 021 958 678

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

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

Club Captain: John Castle: 09 479 4135 or 021 957 032

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

GENERAL COMMITTEE Members:

Stuart Battersby: 022 471 2759

James Liu: 021 0274 4158

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

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 938 195

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

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Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

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