



North Shore
Vintage and
Classic Car Club

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Progress:

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



Hi all,

Apologies for being a little late with this edition. I have just come back from a long weekend in Christchurch attending a two day meeting of the National Executive and preparing for that event messed up my timings.

There are some very interesting developments at National level, not least of which is that Diane and a number of the current Management Committee are resigning after many years' service. Our own Neil Beckenham has recently joined the Management Committee as Registrar and is already making great strides in streamlining a lot of the processes around VICs, DOMAS and Special vehicles. There are moves afoot to move away from an Executive team of 46 individuals down to a normal 'Board' structure of 8 to 10 individuals, which should dramatically improve decision making times etc, but there's some work to be done to ensure that the branches still retain overall control of the club direction and strategy. Work is starting now and we have a few years before we need to agree all this. I have included a full report in this edition.

Sunday March 19th marks the start of our 50th Anniversary celebrations with a fantastic rally and concurrent Open Day. We follow that on Saturday 29th April with our formal Anniversary Dinner. In the perfect world we would hope that every branch member comes along to the Open Day and that at least 50% of our members join us for the Formal Dinner. Please make every effort to contact the organisers (details in What's On, Page 15) and sign up for one or both events.

Stuart Battersby: battersby56nz@gmail.com

In this edition:

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- * **Posh Picnic:** David Lane reports, supported by some aerial photographs.
- * **National executive meeting:** Changes afoot!
- * **How many litres?:** You will not believe this!
- * **Dennis Bus:** The earliest reports and photos.
- * **Posh Picnic Photos:** The cameras were out.
- * **Upcoming Events:** Full calendar.
- * **Focus on the marque:** Sunbeam.
- * **VCC National Veteran Rally:** Young Mr Bampton reports.
- * **February Committee Notes**

Cover girl this month is a 1923 Sunbeam Supersports



Chairman's Report: Tony Sparkes

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We have had a few weeks of wild weather and I know that there have been some tough times for many around the country. Please continue to support those in need as best as you can. Some of our own members have had issues. I heard this morning that one of our members has been without power for two weeks and could be for another couple. I am pretty sure that we will not need to buy water this summer.

Our big events are getting close. The open day on the 19th of March should be a great day and the dinner on April 29th will be a great evening. Please support these events that have been put on for you.

Our Posh Picnic went very well and there will be more about that later in this edition.

VCC National have put proposals out on restructuring how the club is run. This is in response to the new Incorporated Societies Act which is coming into effect soon. We have had a group of members looking at the proposals and they have concluded that the structure put forward puts all of the power in to HO and takes it away from the Branches. We are putting counter proposals in. If you wish to know more, contact me and I will endeavour to answer your questions or pass you on to someone that can.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

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



Kiwi farmer watches two Dutchmen on their knees...

Posh Picnic: Review by David Lane and remarkable aerial shots by our host's son.

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With Napier Art Deco cancelled due to Cyclone Gabrielle flooding, we were free to attend the annual North Shore VCC Posh Picnic. Sally and I had attended a private Art Deco function in Ponsonby two days before, which was a jolly good show. While there, I took the opportunity to invite them to attend our Posh Picnic in two days' time and have a go at a fun car rally before arriving at Barry and Carol Larman's beautiful property in Waitoki for our Posh Picnic.

We dispatched 24 cars at 10-30am from the North Shore branch. Our journey took us out through Albany, Coatesville, and Dairy Flat. One sight that greeted us all was the amount of road damage caused by slips following the "big wet".



Can anyone spot our roving reporter David Lane? (Brown waistcoat).

No problems with puddles or parking at our venue. The sun was finally out, and we set up our picnics under whatever shade we could find. All the tables looked spiffing with their carefully chosen adornments, especially those from Club Moderne (who were not included in the judging). Carol and Sally were chosen to judge the best table, and to our winners, Mike and Christine Swanton, well done. Special thanks to those who dressed for the occasion and in particular Alyssa, our 10 year old granddaughter, who won a few hearts.

David Lane



Overall winners Christine and Mike Swanton with their delightful table setting. Allegedly it was Mike's shoes that swung the judges' deciding vote.

National Executive Meeting March 2023:

Delegate's Report.

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Here is my report on the above meeting, held over the weekend of 4/5 March in Christchurch. Please contact me if you would like further feedback on any item.

- Three branches: Waikato, Hastings and Nelson have offered to host the next International Rally. (New Plymouth was the last venue).
- We were given an update on Head Office systems including a discussion on privacy features for those members who wish to suppress their contact details and/or their vehicle details. Note that members can ask our branch secretary to change their current privacy settings if required.
- Club President Diane Quarrie announced that she and four other members of the Management Committee (Kaaren Smylie, Alun Mayhew, Tony Haycock and Tony Bartlett) would be resigning at the AGM. Diane confirmed that she would be nominating George Kear as her successor but that all nominations could only be approved by a vote at the AGM.
- Tony Johnson, Chief Executive of LVVTA gave a presentation about the organisation and the MASSIVE steps that he is taking to ensure vehicle certification and repair certification is more sympathetic and relevant to our vehicles. Everyone was very impressed with the changes. All details can be found at www.lvta.org.nz.
- Neil Beckenham (in his role as Club Registrar) gave an excellent presentation on moves to streamline the VIC system and simplify many of the current vehicle processes, documentation and procedures.
- A Notice of Motion (Change to Constitution) was raised asking that all future proposals to create a branch "Promotional Name" (as we have done with our *North Shore Vintage and Classic Car Club*) should be subject to "oversight" by the club Executive. Over a year ago the Executive rejected a very similar proposal by an overwhelming majority. It was clear from comments that the Executive were not supportive of the Notice of Motion. Despite a clear statement of the waste of time and effort that would be caused should this motion go to a formal vote, the proposer would not withdraw the motion and thus the full membership must all vote on the topic later in the year.
- The NZ Federation of Motoring Clubs gave a presentation on their research project to calculate the size (in NZ\$) of the Classic, Vintage, Collectors market in the country. They have employed a team of market researchers to complete this exercise. In the UK a similar project estimated that our hobby generated nearly \$40 Million of trade. As a consequence the sector has a much more powerful lobby and focus than was possible before. The results of the study should help our hobby greatly.
- New Club Constitution: In 2022 a new Incorporated Societies Act was published and all incorporated societies (most VCC branches and the national club) must comply within the next 5 years. As a branch, North Shore completed this exercise last year. The National Club is starting the work to review the changes that may need to be made with the new act.

- *New Club Constitution continued:* A few months ago the Branch received a discussion document suggesting that the new act would require a new management structure for the national club. It suggested a move away from the current two tier model of “The Executive” (36 delegates from all branches) working with a Management Committee towards a single Board comprising 8 to 10 members. NS branch asked our own Constitutional Team to review the proposals and comment. The view of our team (who have crawled over the new act for the past 2 years) was that the new act did NOT mandate that the National Club MUST change its current structure, but we did agree that the current structure of 36 branch delegates and 10 Management Committee members meeting just twice per year was rather cumbersome. We noted however that the major strength of the current structure is that the Branches have the majority vote and the final say on any future strategy. A number of branches stated that they did not want to change the current structure. A legal clarification is needed on the core question of whether or not the current structure MUST be changed.
- Constitutional workshops: Putting aside the outstanding legal question, we were split into smaller groups to discuss some proposed structures for the new board. There was a proposal of a Regional Delegate, responsible for representing a number of local branches. The key message from our group and I believe others was that the branches’ majority vote was paramount. So for example if there were just 4 regional (or super) delegates on the new board then there could only be 3 other voting members on the board (including the club president and club secretary). With 6 super delegates then there could only be 5 other voting members on the board. Within this structure a number current board positions would cease to exist.
- 2023 AGM: Will be held in August in Nelson. Preparations are well underway with plenty of accommodation currently reserved.



Three motorcycles that bravely represented the two wheel faction at the National Vintage Rally.

Now many litres: of water required to extinguish a fire in an electric vehicle?

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The average swimming pool in the US holds 51,000 litres of water. It took the Sacramento Fire Department nearly half that (23,000 litres) to extinguish an electrical fire that blazed from a Tesla Model S on Saturday, January 28th. The Tesla Model S was being driven down a California freeway when it spontaneously caught fire. No one was injured in the blaze. Metro Fire of Sacramento shared video and images on Twitter which revealed the huge amount of water, approximately 6,000 gallons, that was used to extinguish the flames. Combusting battery cells continued to accelerate the fire until there was nothing left of the engine bay. The videos show the fire crews lifting the driver's side of the vehicle to more directly access the large lithium-ion battery pack with their hoses.

As more electric vehicles hit the roads, hopefully better solutions are found for more efficient ways to quickly and safely put out electrical fires caused by battery cells. For now, the process to successfully blast out a blaze, as stated in Tesla's official guide, reads as such: "If the battery catches fire, is exposed to high heat, or is generating heat or gases, use large amounts of water to cool the battery. It can take between approximately 3,000-8,000 gallons (11,356-30,283 liters) of water, applied directly to the battery, to fully extinguish and cool down a battery fire; always establish or request additional water supply early." The document also suggests lifting or tilting the vehicle for more direct access to the battery, all steps that the fire department followed.

Many electric vehicle battery packs comprise thousands of small lithium-ion cells or pockets filled with all the chemical components required to store energy. Typically, these battery packs are surrounded by strong, protective materials and bolted to a vehicle's undercarriage. When the battery is damaged or defective, the lithium-ion cells can short circuit and heat up the battery, eventually causing the internal membranes to melt and ignite the flammable liquid inside. Once a fire starts, the heat quickly spreads to more battery cells which combust and fuel the flames.

It's important to note that, as confirmed by the US National Fire Protection Association, although EV fires are consistently circling the news, most vehicle fires are still caused by internal combustion engines (When they crash, not spontaneously) . Since battery packs burn extremely hot, they can leave more destruction in their path and be more difficult to stifle, requiring unique solutions as transportation methods shift from internal combustion engines to electrically powered vehicles.

The above article appeared on the Hemmings website a few weeks ago. A number of comments from readers were appended to the article. The most interesting was:

"Just confirming that water should not be used to fight an electrical fire. As mentioned, dry chemical is the most effective extinguishing media for electrical. CO2 and foam are also effective. These work to cut off the oxygen supply to the fire and extinguish it. Water cools the fire to bring the combustible materials below their fire point. So fire departments now have an entirely new challenge to manage. Or maybe not, the "let 'em burn" comment actually has a some merit both from a firefighting hazard standpoint and an overall environmental impact. The fire is so hot the most materials are combusted to less toxic materials. Letting it burn minimizes risk to the firefighters. This of course assumes that no one is in the car."

Surely we all know that you don't squirt water on an electrical fire? But this was in the USA so maybe.....



Tesla Model S: Promotional photo

Blasts from the past: The Dennis Bus as described in early club newsletters with thanks to Ian Goldingham of the Waitemata branch.

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Ian Goldingham, now in the Waitemata branch, has forwarded to me a series of reports and photos from 1975 to 1980 documenting the early phases of the project. Those articles are presented here. My apologies, but these won't show very well on a printed copy. You will need to view these on your PC/Ipad and Zoom-In. to read them.

Dear Folk and gentle poop!

SEPT 1975.

I visited the Dennis Bus on the morning of Sat. Aug. 30th. taking measurements and photographs. They will unfortunately not be processed in time for the august gathering to view.

Briefly - since Kevin Swann last saw the bus it has been flooded again and further clobbered by trees. The body is now in a state where there is no point in trying to bring it back intact, and the chassis is once again buried to its armpits in mud. Never the less it appears to be salvagable and restorable.

There would appear to be no point in attempting to do anything until the thick gravy which they use for ground in those parts dries out and hardens. According to the locals this will not be until November or thereabouts. We will know better later.

Once the ground hardens I suggest a group of the more stenterarsly feeble minded descend on the scene, using picks, shovels, bush saws etc. to dig out the chassis free and retrieve it from under the remnants of its body etc. Sections of the body should be salvaged to serve as patterns etc. All of this can be one comfortable days work. The farmers have a variety of tractors and bulldozers which they are prepared to make available to us if needed, but I think they can do little at this stage.

Once the chassis is clean it will be easy to transport - if the wheels go around - and after several years of flooding etc. it wouldn't be surprising if they are initially reluctant. The weight of the chassis I would guess, about two tons, remember though, it's mostly buried at present.

The length rules out most trailers but a truck would suit. Loading will be no problem as the farmers are prepared to dig a hole and build a ramp with a bulldozer to enable it to be loaded. Getting it off at this end will probably be the biggest problem.

Eric Stevens.

Project DENNIS. Cont:

Underneath all this is a bright purple colour, whether this is an undercoat or perhaps a legacy of its Dunedin days Who knows?

Its next owner painted it cream and after cautiously removing one coat of paint from those areas where paint remained the signwriting of the later owner became apparent although not sufficient to tell us who it was.

Perhaps a reader can fill in this gap! from the little that has been reproduced already it's been suggested that the words might be 'MESS ROOM' and the insignia a naval one?

Since starting to write this, a letter has been received from Kevin Swann, now residing in Wellington and the original discoverer of the vehicle, giving a list of contacts and saying that he had stacked a large number of metal fittings upstream of the bus. On our next trip to the site (possibly before going to print) to bring back the remaining body components we will have a good dig around to try to locate these goodies as the area described is now swamp and they could be under a foot of silt. (Anyone got a metal detector?)

As commented earlier we have revisited Dennis with a metal detector and unearthed many valuable accessories. Mr Cashmore told us that during the war the vehicle was used as an army canteen at the Epsom showgrounds and this accounts for the white paint, insignia, and 'MESS ROOM' signwriting. Apparently Dennis boiled on the way to Cashmore and pure coffee spouted from the radiator.

The motor was supposed to have been run regularly up until relatively recently and the oil in the sump looks surprisingly clean.

It's also interesting that the Auckland Branch considered this vehicle many years ago as a club project but opted for Angelique. Mr Cashmore then offered the Dennis to M.O.F.A.T. who turned it down, saying that it was too far gone. Now almost too late, its OURS.

November 6th 1975

project dennis

On Sunday Oct. 19th a band of rogues consisting of Ron Reeves and family, Alistair Robinson and John Hearne, Keith Humphreys and family, led by none other than Red Beard (slightly faded) himself, Eric Stevens and family sallied (or dallied) forth, to unearth the Dennis Bus deep (up to it's armpits atchilly) in Cashmore country way down Orere Point way.

The weather co-operated grandly by raining most of the time and these gay brigands set to digging an elaborate set of canals to drain the bus site. A little like climbing a sandhill, two steps up and one down.

As was apparent in the last months photos the body was non existant except for the roof which had fallen forward protecting the more important parts from the weather.

As the silt was dug away it became apparent that many body components were buried a foot under around the periphery of the chassis and without realising it, some parts were probably buried deeper under another couple of feet of excavated silt piled up by the enthusiastic explorers at 'the dig'.

It was surprising how much enthusiasm Dennis engendered, and in itself, it's an extremely interesting vehicle. From Paul Titchener's talk, we learnt that it was probably one of the first three busses on the North Shore causing the demise of the steam trains.

It's mechanically complete except for the magneto, but it's a 'T' head motor with two plugs per cylinder requiring a twin ignition four cylinder mag.

Those parts of the body rescued showed it to have a Kauri frame with a 5/16" thick oregon roof covered with canvas. The sides were panelled in aluminium and there were Cedar framed sliding windows, down each side.

Everything being extremely lightly constructed, one headlight and the mudguards are missing.

The original colour scheme appears to have been Olive Green with Gold Leaf signwriting framed in white pin-stripping and the half round horizontal aluminium mouldings painted black.

12.

November 4th 1975

DENNIS NEWS

In this "PROGRESS" is a critical path diagram of the work required to complete the restoration of the Club's bus.

This project is at the stage where materials, specialised skills, and their accompanying costs are slowing its progress. If any member can help in supplying these skills and/or materials, or reducing the costs of them, please contact me. So far the following services have been offered:-

Fuel Tank:- G. De Lautour

Machining Work:- Douglas B. Foote Ltd

Steering Box:- Bob Fairburn.

TONY DALIGAN

PH. 456-935

29 August 1979

DENNIS NEWS

Dennis has been installed in the clubrooms since before Christmas. It was transported from the farm river flat near Orere Point to the clubrooms generously and efficiently by Winstones.

Since then it has stood rather despondently, unmoved, but somewhat cleaner as a patient group of devotees have scratched, scraped and wire brushed away at the years of accumulated silt to uncover a remarkably sound skeleton.

The radiator (aluminium top and bottom tanks) front chassis petrol tank and aluminium clutch are rather rotten, but so far no insurmountable problems have been discovered.

The cover plate has been removed from the diff. exposing the worm which shows remarkably little wear.

A meeting was called for all those interested in the project where it was decided to build the new body (identical to the original probably built by North Shore Transport Co Ltd.) simultaneously with the chassis and running gear restoration.

Ron Reeves will be in charge of the body building whilst Harold Kidd will oversee the removal, repair and restoration of the mechanical components.

Eric Stephens (I nearly put God or Hitler but considered them a bit extreme) is overall controller and will be presenting a critical path diagram as a guide to this efficient restoration.

The decisions of these leaders must be accepted. Work will proceed each Wednesday night from 8.00 to 10.30. Those members not interested in getting involved with the project but still feel like a bit of socialising at the clubrooms WILL NOT be made to feel guilty for not being involved.

If you are interested, wander down and apply your specific skills where they will be most valuable.

See you there.

February 8th 1976

dennis news

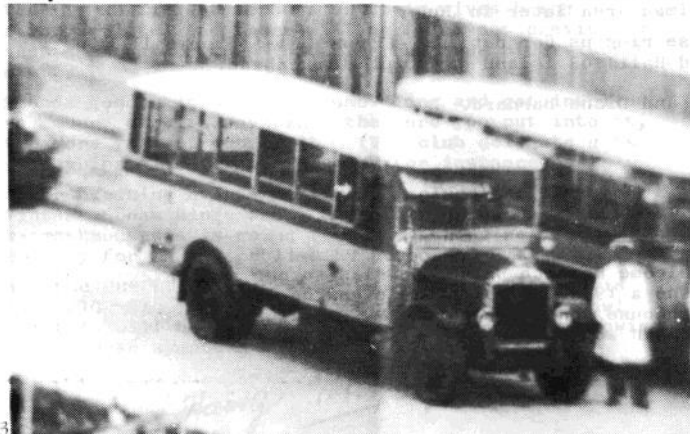
The momentum established by the good fun of 'pulling Dennis to bits' has not entirely dissipated and the reverse process has started. By the time you read this, the chassis should be back in the Clubrooms, shot-blasted, made good and set up ready for bits to go back on.

In the meantime, a bench has been installed, a basic selection of tools purchased and some basic organisation organised:

A ludicrous report in the Auckland Star on the restoration was inaccurate and absurd but nevertheless produced a lot of information about the bus.

It has now definitely been identified as North Shore Bus No. 18. It may have originally been imported built up with a London Passenger Transport body, later modified here! More details on the historical aspects soon.

We are still looking for tools of any kind and a bench grinder/wirebrush is top of the list, and components for same.



May 11th 1976

DENNIS NEWS

The action is fast and furious; a surprisingly large band of enthusiasts are working hard, methodically and efficiently? dismantling the bus. The remains of the body have been removed and are being relocated on a temporary slave chassis.

Mechanical components are coming apart, sometimes with the assistance of extreme heat. Michael Greig is labelling them all AND IT'S CALLED PROGRESS!

Come down to the clubrooms, inspect the works and be careful not to catch this infectious bug.

VOLUNTEERS are required as task leaders.

A task leader will take charge of and control a particular aspect of the restoration and will be responsible only to the project controller (E.E. Stevens). Here is your chance to tell others what to do.

Tasks and leaders to date.

- | | |
|---------------------------------------|------------|
| 1. Dismantling of chassis. | H. D. Kidd |
| 2. Body reconstruction | R. Reeves |
| 3. Recording & indexing parts removed | M. Greig. |
| 4. Photographic record | E. Stevens |

Tasks requiring leaders.

- | | |
|--|-------------|
| 5. Chassis repairs & rebuilding | _____ |
| 6. Gearbox rebuild (need not be done in the clubrooms) | _____ |
| 7. Front axle rebuild | Ditto _____ |
| 8. Rear axle rebuild | Ditto _____ |
| 9. Engine rebuild | Ditto _____ |
| 10. Paintwork, not including body, but including cleaning and painting of all small parts. | _____ |
| 11. Locating & obtaining tyres and tubes. | _____ |
| 12. Fabricating new fuel tank | _____ |
| 13. Rebuild steering box | _____ |

Contact: E. E. Stevens. Home, 499-228 Work. 658-433. 9.

March 9th 1976.

Work on the bus has been proceeding at a steady rate. The driveshaft has been fitted and painted along with the rear axle and some brake rods. The pistons have been stripped and cleaned and rings obtained from Johnstone Eng. for a very modest sum. The gudgeons were checked and found to have very little wear. The crankshaft was cleaned and measured and found to be standard with no measurable wear. Next, the crank was fitted into the case and the bearing clearance checked. The maximum was found to be .003", so once we have removed valves and things from the spare motor it should not take much to get the motor rebuilt and running.

Our next main task is to start on the body and this does not look too easy a job, compared with the work done on the motor, so far.

If you would like to help with this important project, you should find a small band working on the bus on most Monday nights. Please contact Mike Greig, Frank de Lautour or myself for confirmation.

I look forward to any assistance you can give.

TONY DALIGAN

September 31st 1979

dennis news

Progress has been substantial this month in visible terms. The chassis has been returned from the sand-blasters clean and primed with new front sections and cross member welded on. New front springs have been manufactured.

Simultaneously the wood butchers have laid down the foundations for the body.

A pedestal grinder and wire brush has been donated by Visor Fireplaces and installed ready for work.

The firewall and petrol tank have been despatched to have new ones made.

In the meantime Bob Fairburn and Harold Kidd had visited Graham Craw at Anawhata where he had the remains of an earlier but similar Dennis in much better repair than ours, there being no corrosion on the aluminium components and the motor in all probability having done much less mileage. It's possible that it's been a fire engine before becoming a log hauler.

The Museum of Transport and Technology have pirated some of the more desirable components but the good sump, flywheel, bonnet and associated fittings will make it a valuable asset and possibly reduce the costs of engine reconditioning.

The whole thing was lifted bodily onto the club trailer (using Craw's semi vintage bull dozer) behind Harold's Leyland P76 lifting it's rear wheels off the ground until properly located.

The load was almost too much for the P76 and traction on the gravel road difficult making for interesting towing. However it all arrived safely at the club-rooms now awaiting dismantling into manageable components.

July 16 1976

DENNIS BUS

Although the year started with high hopes of the Dennis going to the International, these quickly faded as funds were not available for the materials required for the body, and time was fast running out.

Work continued on the mechanical side with the diff being assembled and fitted, the brakes started on, steering box refitted after being rebuilt by Bob Fairburn and the engine stripped and checked. As the crankshaft and bearings were in such good condition, the crank was fitted in the case which was positioned in the chassis. Piston rings were obtained from Johnson Eng. at a favourable price. Work had started to slow down as some parts could not be fitted in case they seized up, also the three faithful workers were finding the time helping with fund-raising projects ate into the time that could be spent on the bus.

Work might have stopped but it was not a case of "let sleeping dogs lie", as we are now trying to find out more information on the body style. On his present trip to Sydney, Bruce Seaman is hoping to find out if the ex-Fire Service parts that the N.S.W. V.C.C. has, will turn up a new radiator for us. If it does we can thank Colin Keenan for entertaining one of the visitors at the International.

Any help or ideas on obtaining the materials for the body would be most welcome.

Tony Daligan

July 1980



Thanks again to Ian for all these items. Bob Fairbairn is mentioned a few times in these reports, and he is still going strong. Chatting to Bob yesterday he told me his next project will be a good clean and polish of the bus for our branch 50th Anniversary open day on March 19th 2023.

Posh Picnic Photos: Two pages of wonderful photos courtesy of Terry Costello and Andrew Lunt.

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Thanks to Andrew Lunt and Terry Costello for these great photos

Right: Jim "I'd rather have a full bottle in front of me than a full frontal lobotomy" Hefkey.

(Actually it was non-alcoholic sparkling grape juice)



Upcoming Events: Events through to April 2023.

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

Future Events:

March

March 19: Anniversary Rally: Meet at Mason's Road from 09.30 Full navigation rally set by Paul Collins. Only open to VCC Club Members (any branch). **Contact Paul Collins on 027 292 2204**

March 19: Club Open Day: Tours of Workshop, Spares Shed and Garage, Sausage Sizzle, Coffee Van. Open to members of the general public and all local classic, hot-rod and single marque clubs. Please advise all your local friends and other clubs. **NOTE THAT WE WILL NEED ALL OUR THURSDAY MORNING SMOKO ATTENDEES (and many others) to help as traffic marshals and shed guides.**

April

April 16: Club Run: t.b.a.

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

May

May 21: Club Run: t.b.a

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.

Right: A wheely good photograph!



“Jesus don't want me for a sunbeam, Sunbeams are never made like me.” So sang The Vasekines and Kurt Cobain of Nirvana..... Nothing to do with Sunbeam cars, but a great track nonetheless!

Summary: The Sunbeam Motor Car Company was a British automobile manufacturer with its works at Moorfields in Blakenhall, Wolverhampton, England. Its Sunbeam name had been registered by John Marston in 1888 for his bicycle manufacturing business. Sunbeam motor car manufacture began in 1901. The motor business was sold to a newly incorporated Sunbeam Motor Car Company Limited in 1905 to separate it from Marston's pedal bicycle business. In-house designer Louis Coatalen had an enthusiasm for motor racing accumulated expertise with engines. Engines drew Sunbeam into Grand Prix racing and participation in the achievement of world land speed records. Despite its well-regarded cars and aero engines, by 1934 a long period of particularly slow sales had brought continuing losses. Sunbeam was unable to repay money borrowed for ten years in 1924 to fund its Grand Prix racing programme, and a receiver was appointed.

There was a forced sale, and Sunbeam was picked up by the Rootes brothers. Manufacture of Sunbeam's now old-fashioned cars did not resume under the new owners. Rootes had intended to sell luxury cars under the Sunbeam name, but almost four years after their purchase, in 1938, the two brothers instead chose to add the name Sunbeam to their Talbot branded range of Rootes designs calling them Sunbeam-Talbots. In 1954 they dropped the word Talbot, leaving just Sunbeam.

Sunbeam continued to appear as a marque name on new cars until 1976. It was then used as a model name, firstly for the Chrysler Sunbeam from 1977 to 1979, and, following the takeover of Chrysler Europe by PSA Group, for the Talbot Sunbeam from 1979 through to its discontinuation in 1981.

Earliest vehicles: Cyclecar: The first production car branded Sunbeam a vehicle designed and developed by a young architect, Maxwell Maberly-Smith, powered by a single-cylinder 2.75 horsepower De Dion engine. Described as a "sociable" it carried two passengers sitting close together facing the roadside from above a central belt-drive. To begin with they faced opposite roadsides. This layout provided propinquity while maintaining propriety. Their driver at his tiller sat behind them his body facing the opposite roadside. Wheels were arranged in a diamond formation. The Sunbeam Maberly was a limited success, several hundred were sold in 1901 and 1902 at £130. More stock was still in the Sunbeam catalogue in early 1904 with the following specification: single cylinder 74 x 76 mm. 327 cc engine designed to run at 1,800 rpm, 2-speed gearbox, central wheels driven by belt then chain drives from the differential. Weight 4¹/₂ cwt. Price £120.

Earliest vehicles: Motorcar: At the annual Stanley Cycle Show in November 1902 Sunbeam, thoroughly approved by the magazine's correspondent, displayed beside more Mableys a 12-horsepower four-cylinder car with the engine beneath a bonnet at the front, camshaft within the "crank chamber", a four-speed gearbox and all four artillery wheels of the same size fitted with pneumatic tyres. Price 500 guineas or £525. .

In February 1904 the 12-horsepower car was given a six-cylinder 16-horsepower stablemate. Like the 12 the new engine was designed to give its full power at what were even then considered low engine speeds. Particular note was made that special attention had once more been paid to further controlling the airflow beneath the car's apron and the chassis to reduce that bane of passengers' comfort, the car's disturbance of dust on the road. The new car also featured chain cases so the chains ran in oil, were rendered almost silent and were protected from dirt.

Sunbeam Motor Car Company: In January 1905, the Sunbeam Motor Car Company Ltd was formed to purchase and remove motor cars and their Villiers Street Works from the rest of the John Marston business which retained Sunbeam Cycles. Six years later after several further issues of shares to provide capital for greater expansion there was a (technically) public offer of ordinary and preference shares to Sunbeam agents and their customers representing a small part of the company's capital. Twelve months later in January 1912 its shares were formally listed on the London Stock Exchange and Sunbeam became a public listed company.

Louis Coatalen: Was a Breton car designer who joined Sunbeam from Hillman-Coatalen in 1909, and became chief designer. Coatalen and his engineering prowess as well as his success in developing race-cars and land-speed record cars would easily justify a separate feature article. Coatalen was the foundation upon which Sunbeam's record and strategy focussed on high performance.

First World War: In 1912 Sunbeam began to make aircraft engines introducing a series of engines that were not a commercial success. Coatalen seemed to believe the proper solution was a bespoke design for an aircraft designer's requirements instead of designing and producing a successful engine to let the aircraft designers build their aircraft around it. Its fair to say that Sunbeam did not excel in Aircraft engineering. However, Sunbeam were successful with the introduction of newer manufacturing techniques and became one of the first to build aluminium single-block engines, a design that would not become common until the 1930s.

S.T.D. Motors (Darracq): In June 1920 Darracq bought Wolverhampton's Sunbeam Motor Car Company Limited. Previously in 1919, following the First World War, Darracq had bought a London motor manufacturer, Clément-Talbot. The Sunbeam Talbot and Darracq businesses retained their separate identities. The Sunbeam car would continue to be made at Moorfield Works, Wolverhampton, the Talbot in North Kensington and the Darracq at Suresnes, France.



1903 12HP Sunbeam by Berliet

On 13 August 1920 Darracq changed its name to S T D Motors Limited. The initials represented Sunbeam, Talbot and Darracq. S.T.D. Motors Limited had been first incorporated in London in 1905, at that time bearing the name "*A Darracq and Company (1905) Limited*", though it continued to manufacture its Darracq cars in Suresnes, Paris.

Closedown and sale of brand-name: Sunbeam did not survive the Great Depression. It fell into receivership in 1934 and was sold to the Rootes brothers.

When at its height in the 1920s, Sunbeam Motor Car Company's Moorfield works employed 3,500 staff on their 50-acre site. The buildings covered 15 acres.

Models and Range: Coatalen's obsession with improvement meant that there were numerous small changes in models from year to year. Therefore, although his designs are basically similar, few parts are interchangeable. Two models dominated production:

1920–24 16 hp, 16/40, 24 hp, 24/60 and 24/70 all based on pre-war designs

1922–23 14 hp, the first post-war four-cylinder

1924 12/30 and 16/50 only produced in small numbers

1924–26 14/40 and big brother 20/60 developed from 14 hp with two more cylinders added.

1926–30 3-litre Super Sports, Sunbeam's Bentley rival.

1926–30 16 hp (known as "16.9") and 20 hp (known as "20.9"). Two new designs with six-cylinder integral cast iron block and crankcase. Both were produced over many years. The 20.9 with a 3-litre engine producing 70 bhp shared components with the 3-litre Super Sports (brakes, suspension, steering, axles, gearbox, transmission).

1926–32 20/60 developed into 25 hp with bore increased from 75 to 80 mm. A few 8-cylinder cars produced in this period, 30 hp & 35 hp.

1930–32 16 hp bore increased from 67 to 70 mm, (known as "18.2").

1931–33 New model 20 hp (known as "23.8") introduced with 80 mm bore and 7 main bearings.

1933–34 New model Speed 20 consisting of 20.9 hp engine resurrected with improved exhaust manifold and downdraught carb installed in new cruciform braced chassis.

1933 18.2 hp engine installed in Speed 20 chassis and renamed 'Twenty'.

1933–35 Twenty-Five introduced with modified 1931–33 23.8 hp engine.

1934 Twenty given the 20.9 engine in place of the 18.2.

1934–35 Dawn introduced. 12.8 engine and IFS.

1935 Speed 20 renamed Sports 21 with redesigned body style.

1935 Sports 21, given a high-compression version of the Twenty-Five engine.

The most successful, judged by volumes, was the 16 hp (16.9) followed by 20 hp (20.9) made from 1926 to 1930. Whilst the 16 was solid and very reliable, it was a little underpowered at 2.1 litres; the 20.9 made a big jump to 3 litres and 70 bhp (52 kW; 71 PS) with similar body weight and vacuum servo brakes and was capable of 70 mph (110 km/h). Sunbeam built their own bodies but also supplied to the coachbuilder trade; many limousines used Sunbeam chassis.



1929 3-litre Super Sports



1934 20 Sports Saloon

Rootes: was an early proponent of badge engineering, building a single mass-produced chassis and equipping it with different body panels and interiors to fit different markets. They ended production of existing models at all the new companies, replacing them with designs from Hillman and Humber that were more amenable to mass production. In 1938 Rootes created a new marque called Sunbeam-Talbot which combined the quality Talbot coachwork and the current Hillman and Humber chassis and was assembled at the Talbot factory in London. The initial two models were the Sunbeam-Talbot 10 and the 3-litre followed by the Sunbeam-Talbot 2 Litre and 4-litre models based on the earlier models only with different engines and longer wheelbases. Production of these models continued after the war until 1948. In the summer of 1948, the Sunbeam-Talbot 80 and Sunbeam-Talbot 90 were introduced, with a totally new streamlined design with flowing front guards. The 80 used the Hillman Minx-based ohv engine and the 90 used a modified version of the Humber Hawk ohv engine. The car bodies were manufactured by another Rootes Group company, British Light Steel Pressings of Acton. The underpowered 80 was discontinued in 1950. The 90 was renamed the 90 Mark II and then the 90 Mark IIA and eventually in 1954 the Sunbeam Mark III, finally dropping the Talbot name. With the model name changes, the headlights were raised on the front guards and an independent coil front suspension and the engine displacement went from 1944 cc to 2267 cc with a high compression head and developing 80 bhp (60 kW; 81 PS).

Sunbeam Alpine: There was one more model of the Sunbeam-Talbot that appeared in 1953 in the form of an Alpine, a two-seater sports roadster which was initially developed by a Sunbeam-Talbot dealer George Hartwell in Bournemouth as a one-off rally car that had its beginnings as a 1952 drophead coupé. It was named supposedly by Norman Garrad, who was heavily involved in the Sunbeam-Talbot successes in the Alpine Rally in the early 1950s using the Saloon model.



1947 Sunbeam Talbot 10



1949 Sunbeam Talbot 90.



1957 Sunbeam Rapier.



Sunbeam Rapier Fastback Coupe.

The Alpine Mark I and Mark III (a Mark II was never made) were hand built from 1953 to 1955 when production ceased after close to 3000 were produced. It has been estimated that perhaps only 200 remain in existence today. The Talbot name was dropped in 1954 for the Sunbeam Alpine sports car, making Sunbeam the sports-performance marque. In 1955 a Sunbeam saloon won the Monte Carlo Rally. Production ceased in 1956 and was replaced by the sporty Sunbeam Rapier.



1963 Sunbeam Alpine.

Sunbeam Tiger: In 1959 a totally new Alpine was introduced, and the 1955 Rapier (essentially a badge-engineered Hillman Minx) was upgraded. After several successful series of the Alpine were released, director of US West-Coast operations, Ian Garrad, became interested in the success of the AC Cobra, which mounted a small-block V-8 engine in the small AC Ace frame to create one of the most successful sports cars of all time. Garrad became convinced the Alpine frame could also be adapted the same way, and contracted Carroll Shelby to create a prototype with a Ford engine. The result was the Sunbeam Tiger, released in 1964, which became a success: it sold 7,000 units in its 3 years of production



1964 Sunbeam Tiger. A wolf in sheep's clothing.

The VCC National Veteran Rally: Report

by Richard Bampton.

Progress
March 2023

I was not planning on writing a report on this interesting rally (sighs of relief all round) – but hard luck, I have done so because our boys done good.

Four North Shore veterans, and their cars, entered the rally, although one sadly fell by the wayside (but not literally).

First North Shore to arrive back after the Saturday morning run was the 1911 Model T Ute driven by Paul Brinsden, followed by David and Sally Lane in their 1912 Model T Raceabout. David's car is an original car, built like that in 1912 – not a replica or a later bodied vehicle. Paul Collins, accompanied by Kevin Lord then arrived in Paul's 1913 FN. It was Chris Field's Darracq that unfortunately failed to proceed. They all added to the amazing line up, including no less than 6 Cadillacs, although Ford Models Ts were the most common. (That word used advisedly.) To also see 4 motor cars by Dodge Brothers was amazing, and the 2 Sunbeams were beautiful.

John Morrison had three vehicles on display, all of which were interesting. The Sears, which was sold through mail order in America, arrived at the railhead in a crate, accompanied by two spanners and a screwdriver. You then assembled it and drove it home, and were given 21 days to evaluate it. If not completely satisfied it could be returned and you would receive your money back. The engine was a horizontally opposed twin – quite a common arrangement in those days. His second vehicle was a Humberette – just a bit bigger and better than a cyclecar, powered by a V-twin. There is a hole in the bonnet through which a long rod can be reached so that the carburettor can be flooded without having to remove the bonnet, and it is powered by a tiny V-twin engine..



Starting Line-up.



..and some more.



David and Sally Lane in their Model T Raceabout.



Mail-order magic! The Sears.

The VCC National Veteran Rally: Cont.

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March 2023

And my favourite was probably the curved Dash Oldsmobile. Arnold's little helper, Gavin Welch was there in his Model T. 3 brave (stupid?) men even drove in on motorcycles – all British– the motorcycles that is, one Velocette and two Triumphs.

At the prizegiving, to the North Shore members satisfaction, and a huge achievement, the prize for the rally, dropping no points at all, the worthy winner was Paul Brinsden – and on his first Veteran Rally too. Congratulations also to Rally Director Barry Birchall and his team.

We salute you.



Paul Collin's FN (Kevin Lord at the wheel).



Author's favourite. The Oldsmobile.



Horizontally opposed twin in the Sears.



Gavin Welch and Sophie in their Mod T



Rally Winner's Trophy.



Rally Winner: Paul Brinsden in his Model T.

February 2023 Committee Notes.

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Members: One in one and out. Ron Child joined and Keith Steel transferred to Taranaki.

Mildew in Museum: There is a need to clean the dust off the bus. Some work still needs finishing on the bus.

Safety equipment: Signage done, equipment purchased. Members are required to be experienced to operate machinery and must do so in a safe manner using the appropriate safety gear. H&S draft policy received from Waikato Branch.

Shed drain: Work in process on concrete drain outside the shed.

Morris Eight: Gearbox in.

Villa Steps: Painting tomorrow.

Bottom Gate: Construction under way for a new gate.

Club owned vehicles: Issue raised about the Club collecting vehicles which are not registered or certified, should we not be checking that the vehicles are not just a show piece.

Club emails: Emails sent out on behalf of the Branch should have a name at the bottom on the email. Named by either the Chairman, Vice Chairman, Editor etc. Fair comment – acknowledged.

50th Anniversary Badge: Discussion took place regarding the badge – colour red agreed.

Security: The issue of site and shed security was raised including deadlocks and cameras activated directly to committee members' phones. Quotes being obtained.

Open Day: Sausage sizzle under way. List of volunteers being prepared by Richard Bampton. 50th dinner sales slow. Not sure about the target of 150. If you can volunteer on the Open Day, contact Richard Bampton.

Presentation Board for official dinner: Need to prepare a USB "Slide Show" for showing during the dinner. Also suggestion is to have a display board of old photos/documents. Any photographs or memorabilia are welcomed.

AGM Nominations Chairman: Tony has nearly completed his 3 year term. We need to think about replacements. Need to think about committee member nominations as well.

About Us

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Club Address: 40 Masons Rd, Albany, 0632

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

Website: www.northshorevcc.com

Club Nights: Every Wednesday from 7.30pm.

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

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

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

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

Club Committee

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

Vice-Chairman: Terry Flude: 021 958 678

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

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

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

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

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

Andrew Lunt: 0274 996 803

Barry Thompson 09-959-0206

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

Members' Garage Manager: Kevin Lord 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09947 3042

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

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