



North Shore  
Vintage and  
Classic Car Club

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- > Your committee

# Progress:

The monthly journal of the  
North Shore  
Vintage and Classic Car Club  
March 2024



Hi all, The Special General Meeting on a possible land sale went very well. It was a robust but well behaved meeting. It was great to see so many attending, which bodes well for our next Working Bee. In the end there was a significant NO vote to selling the land and some good suggestions as to how we could make the land work financially for us. Some committee members have already started informal investigations into some of the points raised at the meeting. The whole subject of Resource Consents needs more investigation. It's possible that any sale of land might affect our original resource consent, but that is also true of leasing some land for purposes outside of our original consent. It has also been pointed out that cash from leased land is likely to contribute to our GST revenue and thus take us over the \$60k threshold. If, however, we sold land and then invested the cash in some institution then interest from that investment would not contribute to our GST threshold. "Curiouser and Curiouser" to quote Alice in Wonderland.

There were 'no hard feelings' from the those that supported the sale, at least we know what we have to work with in future. Now all have to pull together over the next few years to reduce costs and find some revenue opportunities to fund some of the replacement and maintenance expenses that will come in the future.

**THREE:** That's the number of Progress editions left before I stop producing the magazine. We desperately need someone to pick up the cudgel and the role of Editor. Initially there are no expectations other than a 3 page document covering The Chairman's Report, The What's On page and the Committee Notes. All three sections are written by others, all the editor has to do is check spelling and perhaps add a photo on the front page and pass it to Mike Garner or me to distribute. Please give me a call, email or collar me at the club to discuss.  
Stuart Battersby: Editor. 022 471 2759

## In this edition:

- \* **Chairman's Report.**
- \* **Terry Costello:** Candid photos from around the club.
- \* **Darrin Design:** Stunning vehicle.
- \* **Fire Pump on its way south:** Wet departure.
- \* **Posh Picnic:** Jim Hefkey reports.
- \* **Upcoming events:** Now through to May.
- \* **Helensville A&P Show:** Hot, Hot, Hot and cake!
- \* **Project vehicle updates and a Gremlin.**
- \* **Focus on the Marque:** Cubitt: Made in Aylesbury.
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*Cover Girl: Cubitt from my home town.*

# Chairman's Report: John Higham.

February 2024.

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Hello Members,

As Chairman of the Branch one is expected to write an opening piece for each month's Progress magazine. It sometimes reminds me of the letters my late mother and her three sisters used to weekly write to each other. You could pick one up from several months or even years previously and the form and subject matter were much alike. It's a bit daunting to present something topical and new each month.

Recently a 95 year-old engineer acquaintance died. His name was George Edward Brian Wilson, known as Brian. He was the last surviving of nine UK engineers sent to NZ by the joint venture companies Cleveland Bridge and Engineering, and Dorman Long who constructed the original Auckland Harbour Bridge. His passing brought to mind the lectures he gave on his experiences with the bridge construction.

The AHB is something we older people remember being built and how it replaced either going around the top of the harbour via Riverhead or queuing up for the slow vehicular ferries. Now it is taken for granted, as if it has always been there.

In 1952 a five lane bridge with two 1.8 metre pedestrian ways was priced up, but rejected by the then government as too expensive. A cheaper option of four lanes and no pedestrian ways was settled on at a cost of 3,665,000 NZ Pounds in October 1954. Work on site commenced in May 1955 with the contractors flying in 100 experienced workmen whom they situated in a hutted camp in Point Erin Park. Local engineers and workmen and subcontractors were also employed.

There are a few misconceptions about the original bridge. It is not an "arch" bridge; and it is actually two bridges. It is a series of cantilever and suspended spans. The "arch" is cantilevers from north and south with a suspended span between them. The northern bridge anchored from Stokes Point is wide framed with the roadway between the side frames as the traffic has to go through the "arch". The southern bridge anchored from Westhaven is narrow framed with the roadway on the top of the frames. The two bridges meet over pier 3 (counting from the north) with a 1.7 metre wide expansion joint, but are otherwise unattached one to the other.

Most of you will be familiar with aspects of the construction, such as sinking of the piers under compressed air and the "pick a back" floating in of a large southern span.

The centre of the "arch", being the last connection, was jointed on 23 March 1959 and the bridge opened for traffic two months later on 30 May 1959. Possibly quicker than could be achieved today!

I have not addressed the "Nippon Clippons" as they are a separate matter and added a decade later.

John Higham,  
Chairman.

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*A rather splendid Lotus Elite turned up last Thursday.*



*David Lane's fine Studebaker, ready for Art Deco.*



*Arnold Van Zon lifts the bonnet of his Citroen Dyanne which inspires Neil Fraser to start 'Riverdance'.*



*Bill Duffy is perplexed after sighting another non-Ford in the car park.*



*This Chrysler appeared in last month's edition. I now know that it belongs to Kelvin Hawke.*



*Nothing to do with the VCC. This "Siva Edwardian" is a Ford based special. Photographed by me in the Yorkshire Dales. 'Heartbeat' Country as per the TV programme. Dr Who anyone??*

## Darrin Design: Room for artistic talent in the motor industry.

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Howard “Dutch” Darrin was anything but a conventional car designer. Born in Crawford, New Jersey, Darrin was a fighter pilot for France in World War I and ended up as a part owner of a custom automobile design house in the same country. He returned home to become a freelance designer in the United States, and his gifted hands are partially responsible for the Packard Darrin, many of Kaiser-Frazer’s



*1954 Kaiser Darrin*

designs, and a most curious sports car as his culminating achievement. This 1954 Kaiser Darrin is the 8th out of the 435 sports cars Kaiser produced based on Darrin’s design. From its “kissing grille” to its unconventional sliding doors, this automotive masterpiece is as close as the designer ever got to having his way in getting one of his designs on the road.

Like many artists, Kaiser was gifted with an incredible eye for design and a reputation for being somewhat difficult to deal with. He spent his life working to put his designs into motion. In France, his custom house, Hibbart & Darrin, was responsible for producing bodies for upper end makes such as Duesenberg. When that venture folded, he opened another design house with the name of Carrosserie Fernandez et Darrin in Paris, France. With war clouds on the horizon, Darrin returned to the United States in 1937 and landed in Hollywood, California doing much the same thing as he was in France. A joint project with Packard produced the famed Packard Darrin, with his characteristic dip in the door as its major styling standout.

When World War II ceased, Darrin was engaged in freelance work. One of his clients was the Kaiser-Frazer. While friendly with both Joseph Frazer and Henry J. Kaiser, Darrin was a bit stressful to work with. The 1946 Kaiser and Frazer sedans were largely Darrin designs, as was the 1951 Kaiser. The problem was that by the time the company’s designers, derisively nicknamed “orange juicers” by Darrin, got through with his designs they didn’t meet his high standards for beauty. He would repeatedly quit working for the company in protest, only to return later.



*This would look good in reverse as well as forwards*

His design for what would be the Henry J was rejected, causing him to become even more enraged. Feeling that he had to prove something to Kaiser, he secured a Henry J chassis to design and build a sports car body upon. When finished, he invited Henry J. Kaiser to his Hollywood studio to view the car. Thinking that his company had paid for the work, Kaiser exploded. Darrin stopped his rant and informed him that he had paid for all the work out of his pocket. However, Kaiser also had his new wife with him. This much younger lady promptly informed her husband that it was the most beautiful car she had ever seen and questioned why her new husband wasn't in the business of making sports cars. It was at that point that Darrin had achieved his goal.

Seventy years later, this magnificent but somewhat impractical manifestation of Howard "Dutch" Darrin's design talents is one of the most sought-after postwar American automobiles. The car you see here appears to be completely and meticulously restored. Powered by a Kaiser inline six-cylinder engine with a three-speed manual transmission, Kaiser Darrins weren't exactly fast sports cars. They did constitute, along with Chevrolet's Corvette, a solid start in that market for domestic automakers. Sadly, the end was near for Kaiser's automaking days. Just 435 of these cars were built, with 50 of them having been damaged in a freak snowstorm. Darrin purchased all 50 and sold them through his Hollywood showroom. Some were rumored to be repowered with Cadillac engines. Others had McCullough superchargers bolted on.

This car was the 8th across the assembly line and is now in excellent condition. The odometer reads 3,586 miles and is likely the mileage driven since the car was restored. A previous owner has modified the car so that a taller person can drive it comfortably. It is said to be a fun car to drive, and we can derive from that statement that the car is fully functional. While it would be nice to have more information and pictures of both the engine and the interior, details beyond the multitude of exterior pictures are scant. Perhaps the design speaks for itself.



*'Kissing' Radiator*

Darrin ended up designing just one more car before he left the automobile business. Yet it was the Kaiser Darrin that seemed to be his greatest achievement. It must have brought him some satisfaction that these unorthodox sports cars had become quite collectible before he died in 1982. Sometimes your passions pay off.

# Pumps away!. Fire pump finally on its way to a better place.

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We finally managed to get the Fire Pump shipped away to the team down south. It's taken some time to find a cost effective means of shipping the pump, but eventually, with a few favours called in by the Christchurch based National Fire Service Museum, it was picked up early on 27 February and as I type this it's now down in Wellington, waiting for the 2am ferry. Having got to know Peter McQuarters and Tom Churchill who will be doing the restoration I am absolutely convinced that we've made the right decision. Their individual skills and links with the National Museum are unique.

Huge thanks on the day to Peter Lloyd and his precision tractoring skills that helped get the pump up on the trailer. Attached a few photographs.



*What a challenge getting tyre-less wheels up here.*



*Iron Oxide for the South Island.*



*A barrel full of brass fittings strapped securely.*



*Precision tractoring required.*

I've just heard that the brass work an fittings have made it down to Dunedin with the main 'lump' due in a few days. Kevin Lord has immediately leased the freed parking space in the garage giving us an extra \$1,440 revenue for the next 12 months.

# My Experience of the 2024 NSVCC Annual Posh Picnic: Jim Hefkey reports with photos from Messrs. Bampton and Lunt.

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It was a dark and stormy night.....

No wait, wrong story.

It was a warm and gentle summer morning when the North Shore VCC clan gathered at their ancestral home on Masons Road to begin an annual pilgrimage to spread a feast somewhere in the wilds north of their great city. Yes, it was time again for the annual Posh Picnic.

The clan, dressed in all manner of colourful attire, shared company and a cuppa before the anticipated start time of 10:30am for the rally. Some 25 minutes before the start Lynn and I arrived to be greeted by the club captain in a panic. Could either of us read the fine print of the members list to find a phone number? Seems he had neglected to bring reading glasses. (of course we could). The number he was after belonged to the route organizer who had not yet arrived with the printouts. Ring ring, no answer. In desperation, notes were being hand written and the photocopier warmed up.

O Ye of little faith. Well in time for the start the route instructions arrived and were distributed. My navigator declared them very well written and easy to understand. As the fateful time approached there was a short briefing from our intrepid captain. We were told the 45-minute route included a stretch of very well-maintained gravel road that was suitable for all cars. It was suggested that the open top cars leave first so as to reduce the amount of dust their occupants inhaled. Also, that the landowner had placed a sign at the entrance to the destination farm lane to make it easier to find. We moved to the car park where some 15 cars assembled.



*The author's Almac ready for gravel blasting.*



*Yes Max Pople, it is definitely a Top XJC.*



*At last! The Stubbs have a proper English car (as opposed to an American Aircraft Carrier.*



# My Experience of the 2024 NSVCC Annual Posh Picnic: Cont.

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There were 3 or 4 veterans with the bulk of the rest classics, and even a modern slowly aging toward classic status.

We fired up our engine along with a few others. As one of the open tops we were first to move off, mindful of the forewarned dust. The route instructions were easy to follow and we had no problem getting out of the city. As first away, I was very mindful of driving at or slightly below the speed limit (very unusual for me, but it was a lovely morning). As we progressed along the route, I fully expected to see the rest of the fleet tagging along behind. Nothing. I slowed down a little more. A few more k's, still nobody in the rear-view mirror. I had complete faith in my navigator as all of the turns came up as directed by her. We carried on, finally reaching the promised gravel of Blackbridge Road.

Now, I suppose the term "well maintained" means different things to different people. For the veteran cars that were built when many roads were mere tracks then this stretch would be easily just another normal drive. For the likes of a classic Mercedes, little difference would be noted from the paved roads already travelled.

For those in small sports cars with stiff suspension and 4" of ground clearance, it could easily be the goat track from hades. Our car of course fell into the latter category.

Slowing to 30-40 kph, eyes fixed 10 feet in front of the car, we negotiated several kilometers avoiding potholes and washboards, not always successfully.



*"Park up there beside Mum and Dad's car"*



*In the shade of the old Puriri tree.*



*Teams Stubbs and Croft.*

# My Experience of the 2024 NSVCC Annual Posh Picnic: Cont.

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The turn onto the second gravel stretch at Ireland Road brought no relief. Worryingly, there was still no other cars in the rear-view mirror. Reaching the safety of the seal with our teeth intact we returned to a comfortable speed. Approaching the next intersection there was Andrew Lunt, with a smile on his face, snapping photos of the cars. Of course he was smiling, he obviously bypassed the gravel to get in front of us.



*Hosts Mary and Richard with Gaylene Cullen*

The next legs of the journey were a pleasant drive on a lovely day at country speed on sealed roads. Making the final turn on to Wainui Road we looked for the sign marking the entrance to the picnic grounds. Suddenly we noticed an old board with black VCC written on it askew on a post in some bushes. Giving the brakes a full workout we managed the turn without having to turn around. We understand that not everyone had the same fortune.



*Chris Field and Rosalind. Winners Posh Picnic 2024.*

The track climbed and twisted, lined with trees and sheep on either side. It was lovely, except for the fact we were in that little sports car. With no ground clearance the exhaust rearranged some of the track under us before I managed to get the wheels back on the ridges of the road. Another board with an arrow directed us off the track onto a grassy lane behind a couple of well used farm buildings. Suddenly there was a beautiful old white farmhouse with a sole occupant on the covered porch. "Where do we park"? we asked. "Beside mom and dad's car" was the answer, and pointed to a Jag sitting in the field on a hillside a paddock away. We rolled across the recently mown grass of the smooth trackless paddock, which proved no challenge at all for our little chariot, and parked next to the Jag. *(Psst. It's Daimler)*



*Christine Swanton does the honours with a Kauri hug.*

# My Experience of the 2024 NSVCC Annual Posh Picnic: Cont.

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Our wonderful hosts, Richard and Mary Lloyd, greeted us as we joined them under the shade of a gnarled ancient Puriri tree. The farm has been in the family since the mid 1800's and the tree appears to have been there all that time. Soon the rest of the clan began to arrive and their colourful accoutrements decorated the paddock under the protective Puriri. The next hours were spent eating, talking and generally saw everyone visit each other's little picnic spread and enjoying the tales of history, personal experiences, tall tales and merriment that mark such occasions.



*Janice, Yumo and James Liu, with Barry Larman.*

The posh picnic judges strolled through the crowd casting a critical eye on each feast and the attire of its members. I knew we were not in the competition when I saw some of the lavish spreads. At some point they came to a decision and declared Chris and Rosalind Field as winner for the 2024 event. Well deserved it was. Our host had spoken to many people about the proud history of the family farm. He also pointed out two large Kauri trees on the property. The largest was located on a wooded hill across the gully from where we sat, and its crown was just visible amongst the other trees. Our host led some intrepid adventurers on a trek to visit that magnificent forest giant. Alas I did not feel inclined to test my new hip with such a journey and so continued to socialise under the Puriri.



*Karen and Guy Williams, Gerald Lightbourne and Andrew Lunt*

I do not know what the time was when members of the clan began packing their things away for the journey home. Such was the enjoyment of the day that I had not bothered to even look at a clock since setting off in the morning. Eventually, as always, good things come to a natural end and in ones and twos the cars started drifting their way home. Our own return journey was uneventful as even the picturesque farm track back to the main road seemed much easier to negotiate now after such an enjoyable day. A very special thank you to the organizers for their great effort in planning the day, and a special thank you to our hosts Richard and Mary Lloyd and family for allowing us all to experience their little slice of paradise.



*Special reporter Jim Hefkey with his carer, Lynn.*

The clan was satisfied.

# Upcoming Events: Events through to April 2024.

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## Future Events:

### March 2024

**March 16:** We are hosting a group of Otorohanga tractor enthusiasts who will be camping/ caravanning at the club on their way back from a tour up to the North Cape. They are more than happy to meet with our members and show them around their pride and joy. Anyone interested in seeing these agricultural masterpieces, please turn up after 4pm on the day.

**March 17: Beaches of Whangaparaoa Treasure Hunt (Episode 2).** Simple navigation taking you around the Whangaparaoa coastline. All you have to do is spot the clues and answer the questions. Lunch is booked at The Mainsail Bar and Bistro ([mainsailbarnbistro.co.nz](http://mainsailbarnbistro.co.nz)).

### April 2024

**April 21: Annual NSVCC Car Show:** At Masons Road. Any vintage, veteran, classic, rod welcome. Spread the word to all friends and local clubs.

### May 2024

**May 19: Garage Run** to various vintage & classic collections in West Auckland.

### June 2024

**June 23:** Possible away-day coach trip to Hamilton Gardens.

**Early Notice: Spring Tour; 20-23 September. Likely destination Taranaki.**

*Do you have any interesting ideas for a club run? Suggesting a destination does NOT mean that you have to plan the run. We just want ideas for potential trips.*

## Regular Diary

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

**Tuesday Mornings:** Restoration shed open. Coffee and tea at 10am.

**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.

**...And remember...**

**International Festival of Historic Motoring: Nelson 15-21 March 2026**

# Have you got my car keys?: Helensville A&P Show

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**Member 1:** "Have you got the keys to my car?"

**Member 2:** "No. Why?"

**Member 1:** "I gave them to you just before I went back home."

**Member 2:** "Did you?"

**Member 1:** "Yep, where are they?"

**Member 2:** Frantically searching his pockets, "No I haven't got them."

**Member 1:** "Well I gave them to you. Check your bag."

**Member 3:** "I didn't see you give them to him."

**Member 1:** "I damn well did!"

**Member 3:** "I'm just saying I didn't see you hand them over."

**Member 2:** Turning his bag upside down and shaking it. "Well they aren't in here."

**Member 1:** "I'll have to hot-wire it again. Anyone got any wire?"

**Member 4:** "Old habits die hard eh?"

**Member 2:** "I'll search the Fire Truck."

**Member 3:** "I didn't see you give them to him".

**Member 1:** " I ffffFlippin did!!"

**Member 3:** "I'm just saying I didn't see you hand them over".

**Member 1:** "Grrrrr!"

**Member 2:** "I found them in the glove box. Who put them there?"

**Member 1:** "Thank-you"

**Member 3:** "I didn't see you hand them over."

Good turnout at Helensville. Very hot but a grand show. Thanks to Peter Lloyd, Jim Drummond, Andrew Lunt (and his Mum who made a super cake for us), Richard Lloyd, Roger Monroe and Stuart Battersby.



# Project Vehicle Updates and a Workshop Gremlin spotted.

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**Chevrolet Staff Car:** A follow-up inspection around the cleaned up boot area went well and we were tasked with brazing up a few pin holes in an otherwise solid floor panel. That was completed on 29th February. We have removed the existing fuel tank which was leaking and unbelievably have found an exact replacement in our spares shed, which has gone off to the repairers to be cleaned and sealed.

**Wolseley 6/80:** Has been moved into the storage garage ready for photographing and Trademe. The restored engine is close to being completed and after a quick coat of dark green Hammerite will also go on Trademe.

**The Firetruck:** Brakes and a leaking half-shaft hub seal have been replaced, a leaking carb has been fixed and it now starts, runs and most importantly stops well.

**Morris 8:** After a few running problems earlier the car is now running well and will take part in our Brits and Euros exhibition.

**The Firepump:** is now down in the South Island and feeling much more loved.

**Gremlins!:** Someone is playing 'Silly-Bs'.

The restoration project teams continue to be plagued by missing equipment, missing parts and consumables and 'accidental' damage to project vehicles. These incidents seem to affect all projects. The regularity of such incidents is quite a concern.

Indeed some are feeling that these incidents are more than just random accidents. Perhaps a person or persons may be having 'fun' at the expense of others? Frankly the restoration teams across all projects have had a skinful and are asking everyone to keep your eyes open.

Will we need to install a couple of hidden 'trail cams'? We hope not and hope the Gremlin(s) will cease and desist before they are caught on camera. "Eyes on you!"



(Editor: I was born and bred in Aylesbury, a small market town in Buckinghamshire, England. Typically rural, cobbled town square, cattle/stock market every Wednesday and home to Hazel, Watson and Viney (Printers) and the UK factory of New Holland Tractors etc. As part of keeping in touch with my roots and old friends I follow a Facebook Group called 'Aylesbury Remembered'. In a recent post about Bicester Road in the year 1915, imagine my surprise to read this: *"Some magic words there..Quarrendon house farm...played there as a kid .Bob Durrells farm opposite too..And the Aylesbury car manufacturers Cubitt who produced their cars back in the 1920s.I've had a few of their Cubitt car mascots over the years.*

*Wow!, What's this? My sleepy, agricultural home town had a car factory??? Dear members, this month's Focus on the Marque is non other than **The Cubitt.**)*

The Cubitts Engineering Co. Ltd. was originally a construction company which built much of Central London including Covent Garden Market, the Cenotaph and the 'new' east wing of Buckingham Palace. It had been founded by Thomas Cubitt around 1815, in association with his brothers William and Lewis. In 1883 the business was acquired by Holland & Hannen, a leading competitor, and became known as Holland & Hannen and Cubitts and subsequently as Holland, Hannen & Cubitts.

In 1920 they began manufacturing motor vehicles at the Great Southern Works on the Bicester Road in Aylesbury under the name Cubitt, completing circa 3,000 motor vehicles between 1920 and 1925. Cubitt employed mass production techniques to compete with the flood of American imports, and they openly stated that it was an American type car, simple and rugged. Manufacturing difficulties, primarily with component suppliers, prevented both the 5,000 per year target and the low target price.

In 1922 S.F. Edge (director of Napier cars; director of British Anzani; and managing director of AC Cars) bought the company and also became managing director. He employed J.S. Napier (of Arrol-Johnston not of Napier Cars) as both director and designer, who went on to introduce the reduced weight side-valve version of the engine for the K4 and L4 models.



BRITISH CARS FOR THE BRITISH

The New 16-20 h.p. Cubitt offers advantages found only in cars of the highest class.

**Proof**

**30,000 MILES.**  
Capt. W. GORDON ASTON, the well known expert, writes: "For a 16-20 h.p. car she has run with the regularity of a railway train, in spite of all kinds of abuse and accident, in spite of hard driving and high speeds—and she is still going strong."  
"She refuses to do more than 30 miles to the gallon of petrol, and is far and away the most reliable car I have ever had anything to do with. Considering its price, its construction, its running comfort and economy of running and its starting capacity I regard the CUBITT as in a class by itself. It is a vehicle of which any motorist may be justly proud."  
1915-16

**32,000 MILES.**  
Prof. J. H. ...  
"I have had a 16-20 h.p. Cubitt for over 10 months, and can only say that I am completely pleased with the car. It is simple in its construction, and the maintenance is very easy. It has never broken down, it starts at once, it runs smoothly, it is very economical, and it is a car of which any motorist may be justly proud."  
1915-16

**FEATURES**

- Strong, simple chassis suitable for ALL kinds of bodies.
- FOUR speed gear box.
- TRANSMISSION four link—hand brake direct on rear wheel.
- CANTILEVER springs with rubber-ride—providing THE MOST PERFECT SUSPENSION ever devised.
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- A FULL-SIZED CAR IN EVERY DETAIL.

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IMMEDIATE DELIVERY up to 50 Cars per week.

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Telephone: Mafkin 2814. Telegrams: Scramble. Photo London.  
AND 380 AGENTS.

Early Cubitt Advertisement



1922 Cubitt 16/20

The 16/20 used 2.8 litre, 4 cylinder engines with coil ignition, plus a four speed gearbox with a central gear lever. Unusually the final drive was by a worm gear arrangement. It was a family car that could achieve 50 mph for £442, and was considered good value by contemporary motoring magazines. The body cost £20 to build and the car was described as high and heavy, although it was also possible to have a body fitted by a different company. The slogans were *Big value for little money* and *The right car at the right price*.



1925 Cubitt K4

In 1925 the K4 and L4 models were introduced featuring a new engine of the same capacity, but lightened and simplified by conversion to side valves instead of overhead valves, use of aluminium pistons and lighter connecting rods. The side-valve engine may have been for streamlined production, cost, reliability or weight-saving reasons. The cantilever rear springs were replaced with semi-elliptic springs and the rear axle was fitted with an underslung worm drive. The K4 used a 3 metre wheelbase and the L4 was approximately a foot longer. Around 1924-1925 Edge decided that AC Cars would manufacture their own version of the Anzani engine at the Aylesbury works and thus cancelled the order for 30 engines a month from Anzani - this engine production probably only continued until c.1927.



As above: restored.

In February 1925 a receiver was appointed, Cubitt was declared bankrupt and third party investors, such as James Putman of Farringdon, lost a lot of money. After the demise of Cubitt motor manufacturing in 1925 and the A.C. Cars engine manufacture circa 1927, the Great Southern Works was involved in other piecemeal projects including making shop-fittings until it was demolished and redeveloped for domestic housing in the 21st century. The marque is commemorated by 'Cubitt Street' (and Edge Street) which traverse the old works.



Unfortunately no photos of the longer L4, but here's a photograph from the old factory, just up the road from my Nan's house at 203 Bicester Road, Aylesbury.

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# Brits and Euros Show: Well done the stalwarts.

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So I looked at the forecast on Saturday morning... GULP! A Huge front coming in due to hit early morning. Some might say, that recently living in England I should be used to the rain. Indeed I am and I have seriously had enough of traipsing around car shows up to my neck in muck and bullets. Not even to mention the fun of pushing wheel-spinning cars across swampy tracks to leave the field at the end of the day. In my usual subtle style I started emailing and texting the 10 other members who had signed up for the day. "Look at the forecast", "It looks very wet", I'm not sure if I will go". These discussions went on all day until around 4 ish when Richard (Zigs while everyone else Zags) Bampton replied with a forthright, "It is our duty to attend." email.



*Bleak Forecast*

The airwaves went quiet and then the responses trickled in:

- "I'm in, just to keep Grumpy happy!"
- "After 30 years flying, my bones are telling me that it's gonna be bad."
- "I'll make my mind up in the morning."
- "The Sports Special is a soft-top"



*Not my idea of fun!*

I agreed to drive down to the club on Sunday morning, to release the Morris 8, and drop off literature, display stand and stuff. Lunt, Jim Masson and young Bampton arrived and after wishing them well, I went back home to coffee and toast. Well blow me. Six brave souls turned up at Pakuranga and represented the club with valour and fortitude. It did rain, heavily after lunch, but the team persevered and did us proud.



Thanks and congratulations to Paul Brinsden, Gerald Miller, Richard Bampton, Andrew Lunt, xxxx yyyy, John Castle and Bill Duffy who came down to count Model A Fords.



# Committee Notes: Precis of February 2024

Committee Meeting from Maurice Whitham.

Progress  
March 2024

**New Members:** B. Peachey, P. Grant

**Otorohanga Tractor Trek:** Saturday 16 March 2024 after 4.00 p.m at the Clubrooms. About 12 tractors are involved.

**Special General Meeting: (Possible Land Sale)** – Need 37 people (15% of the membership) to be quorate. The motion has to be passed by 75% of the members present on the night. Financial members only will be allowed and a list of members for checking off will be at the door.

**Reports on various restorations:** from the Team Leaders has fallen away. Needs to be reinstated.



*A few photographs that you may have missed.*

**Club Address:** 40 Masons Rd, Albany, 0632

**Phone:** 09-4792779: **email:** [northshorevcc@gmail.com](mailto:northshorevcc@gmail.com)

**Website:** [www.northshorevcc.com](http://www.northshorevcc.com)

**Club Nights:** Every Wednesday from 7.30pm.

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

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

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

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

## Club Committee

**Chairman:** John Higham 09-478-7973

**Vice-Chairman:** Terry Flude: 021 958 678

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

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

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

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

### GENERAL COMMITTEE Members:

**Stuart Battersby:** 022 471 2759

**James Liu:** 021 0274 4158

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

**Andrew Lunt:** 0274 996 803

**Barb Stubbs:** 0274 768 120 or 09 420 4094

**Arnold Van Zon:** 09 473 5750 or 027 2765336

### OTHER CLUB OFFICERS (Non Committee)

**Members' Garage Manager:** Kevin Lord 027 235 0142 or 09 413 9157

**Welfare Officer:** Brian Bisset 09 554 1740

**Librarian:** Kevin Benseman 022 678 5629

**Beaded Wheels Correspondent:** Richard Bampton 09 947 3042

**Magazine Editor:** Stuart Battersby: 022 471 2759 or email [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com)

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