



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
December 2023



Hi all, welcome to another edition of your NSVCC Progress magazine. It's once again been a busy month at the club with a number of significant events:

- We have a new project vehicle, kindly gifted by Clive Sandham. Clive is also giving us some extra tools, workshop benches and storage furniture.
- The committee has published a report on a potential land sale and all members should have now received a copy.
- A certifier has inspected the Wolseley and Chevrolet. The future looks bleak for the Wolseley and we are on tenterhooks waiting for the detailed report on the Chev.
- The Fire Truck brakes are still giving cause for concern, despite new front shoes.
- We have TWO members' Christmas events coming up in December. (See page 13).
- Work has started again on the museum cladding.
- The Fire-Pump is being advertised across the country.
- The Morris 8 is (once again) fixed and ready to go.
- We performed well in two local Christmas cavalcades/parades

The committee hope to see as many of you at the club over the next few weeks and we would ESPECIALLY like to see new and irregular visitors at Mason's Road on Sunday 17th December. Please make an effort to come along with your car, motorcycle, truck or just yourself!

I wish you and your families a peaceful Christmas and a happy New Year.

Stuart Battersby: battersby56nz@gmail.com

In this edition:

- * **Chairman's Report.**
- * **November club run:** Barb Stubbs reports.
- * **SEVENTY YEARS married:** Congratulations to Ray and Shirley.
- * **Costello's Camera:** Terry shoots again.
- * **Goggomobil TS400:** They just get more weird!
- * **Singer 9 Sports:** New club vehicle.
- * **Upcoming events:** Now through to February.
- * **Orewa Santa Parade:** Richard Bampton
- * **Too many projects on the go?**
- * **Focus on the Marque:** Graham-Paige.
- * **Mairangi Bay Cavalcade:** Bill Duffy.
- * **Sad News:** John Duncan.
- * **Overloaded vehicles:** You ain't seen nothing yet!
- * **Fox Classic Museum:** Melbourne.

Cover Girl:
1935 Graham-Paige "Spirit of Motion".



Chairman's Report: John Higham.

October 2023.

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Hello Members,

December already and nearly Christmas.

Member Clive Sandham has kindly offered to the Branch a complete assortment of his trade quality engineering and toolmaker tools and equipment, and his part restored 1939 Singer Sports car with many spares as he prepares to close his workshop. This was a very generous and thoughtful offer, which has been considered by a group of suitably knowledgeable members and the committee. A selection of tools and equipment and the Singer are in the process of being relocated to the Branch. These tools will be of great benefit to the Branch for the present and future restorations. Thank you Clive.

The committee have completed the preparation of a report on possible land sale as instructed at the last AGM and that should be with you soon. Please study the report, ask any questions of the committee and prepare for a Special General Meeting in late February 2024 where it will be discussed.

I look forward to seeing as many members as possible on our last function of the year on 17 December, details elsewhere in the magazine.

Merry Christmas and a Happy New Year,

John Higham, Chairman.

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



"Busted"! Bill Duffy arriving at the Orewa Santa Parade from the wrong end. He was following club captain John Castle and used that as his excuse.... but perhaps that's reasonable.

November Club Run: Report by Barb Stubbs and photos by Andrew Lunt and Bruce Pitcher.

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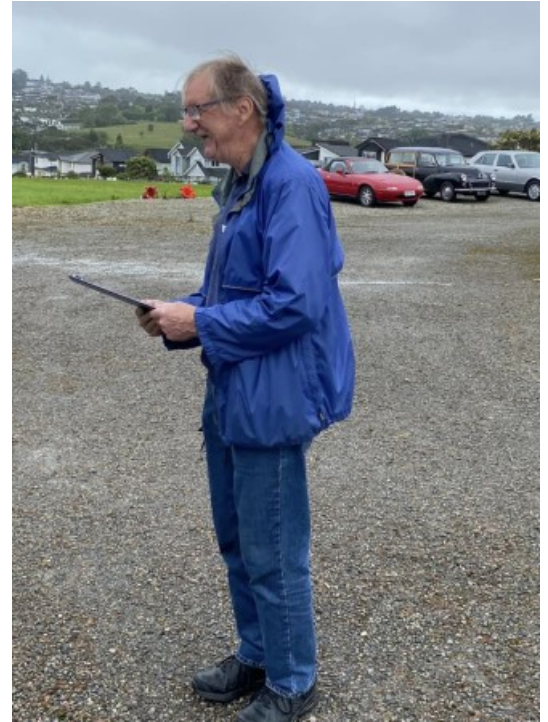
Well if, when you woke up this morning and it was raining, windy and you were tucked up in bed snugly and warm, and you thought it was too miserable to go for a vintage car run through the Riverhead Forest ending at the Huapai Golf Club – how wrong you were!!!! Whilst it may have started off to be an awful day, the end was quite the opposite.

Only 12 hardy stalwarts (with 7 cars) from the North Shore branch braved what began as a less than desirable day to venture out in an old car, however, by the time we left the clubrooms at 10.30, the rain had stopped and we had no more – are you feeling guilty yet?

Travelling through parts of Dairy Flat and on towards Riverhead, we went through the beautiful Riverhead forest, where, on a fine day would have been dusty and quite awful, however, with the rain, the potholes filled with water so were easy to see, and avoid (and I might add were fewer than on our main roads) ,the road was damp and covered in pine needles. That pine aroma was very pleasant and reminds us that Christmas isn't far away!

Apart from a little hiccup where our navigation sheets couldn't count and we missed a roundabout exit, we duly arrived at the Huapai Golf Club for a very tasty lunch. It was actually a really nice finish to a wonderful outing with a great bunch of likeminded folk who don't mind a little rain or their cars getting a bit grubby, but do enjoy good banter over the very pleasant outlook of the Huapai Golf Club. The sun came out as did the many golfers who were invisible when we arrived – and stayed shining the entire time we were out!

Huge thanks must go to Ross Moon (and of course his wife Linda) for organising this run however it was a little disappointing that we didn't see more club members who would also have had VERY pleasant day.



Eh Up Skipper!



Julie Croft, smiling as usual.



Andrew Lunt's sweet little Moggie Minor.



Looking at me, looking at you.



*Bill Duffy in two minds:
Top up? Or Down?.*



Lunch at Huapai Club.



*Ross Moon's MX5 awaiting
the off.*

70 Years for Ray and Shirley. Massive congratulations from all your VCC friends and colleagues.



Ray's irrepressible smile.

That same smile still glowing.



Ray and Shirley pull away in their Daimler V8.

Photos from around and about:

Young Terry Costello snapping away.

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Kelvin Hawke's Morris 8 Coupe.



Certifier checks the Chevrolet.



"So what do we do with this?"



Colin Austen's '38 V8 Ford.



"I'm sure this fitted last week".



*"You are going to do **what** with it??"*

Photos from around and about: Cont.

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Morris 8 interior.



We've missed Jim's Chev over the past couple of years.



Will the door card come off if I keep watching it?



Water Blasting the BSA wheels.



Senior members putting the world to right.



No idea what this is doing at the club!

Goggomobil TS400 Coupe: Another gem spotted by Bruce Skinner.

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It was the early 1950s, and Hans Glas GmbH, based in Bavaria, Germany, needed to evolve. Making and repairing seed drills, its mainstay business since 1883, was a struggle in the post-war era. An excursion to Italy for a trade show showed the company's top management just how popular scooters had become, thrifty, nimble, and cheap, they were the perfect form of transportation for war-torn Europe. The company quickly fabricated a raft of scooter models; it wasn't long before these were outselling its agricultural equipment. Shortly thereafter Glas refocused to what was a bigger market: enclosed transport. Rising incomes and family formation were sinking the scooter market, customers were yearning for four seats and weather protection. Glas didn't make a basic scooter like the Isetta; he created a real three-box (rear, cabin, front) vehicle that he called the Goggomobil. Sales were brisk, inspiring a flow of new models, even a truck, all powered by two-stroke rear-mounted air-cooled engines. Here is a 1958 Goggomobil TS400 Coupe spotted on US eBay with an asking price of around NZ\$10,000.



Goggomobil TS400 Coupe.



"Big Block" 392cc power unit.

Goggomobil TS400 Coupe: Cont.

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Residing in this engine bay is the “big block” 392 cc 2-stroke, good for almost 20 hp. By the time the TS400 came along, the engine was given an oil reservoir, no more mixing ritual! According to eBay the engine will start and run, and the clutch will depress, but no power reaches the wheels. The horn, headlights, emergency brake, and wipers do work. The seller says the fuel tank needs to be cleaned and the rest of the brake system probably needs rebuilding.

The interior is missing the passenger’s seat, but at least the glass is decent from what we can see.

Note there is no gear lever on the floor, and no, that wand next to the steering wheel is not it either. This is an

electromagnetic pre-selector gearbox with a manual clutch; the selector is that small knob to the far right on the dash. Once the gearbox is fixed, the lucky buyer will be able to hit 65 mph – with a tailwind and a lot of patience.

The engine being in the rear, the grille is for looks only. Someone has drilled extras holes in the front sheet metal, but aside from that, the seller states that this has always been a California car and it’s not rusty beyond what you see. If you squint hard at the engine top, you can see the “Coupe 400” emblem, still attached. All Goggomobils possess an indecent amount of charm, but the Touring Sport coupe is especially pretty. Nice TS400s will sell in the US for around NZ\$35k if you can find one at all.



Pre-selector gearbox.



Front grille, for decoration only”

New club project vehicle: 1939 Singer 9 Sport

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Clive Sandham has kindly donated his Singer 9 project to the club. As above it's a 1939 Singer with a 1074cc engine and 3 speed gearbox. There is a lot of work needed to complete the car, but we are delighted that the Singer chassis has been checked and approved and that we start from a solid foundation.

Having finished his Fiat sports car projects Clive was looking for a new challenge and picked up the Singer from Paul Collins' family (originally belonging to Paul's father). On arrival at Clive's place just about every length of wood was shredded by borer, in fact not a single piece was useable, even as a pattern.

Clive stripped the remains and sandblasted the chassis and had it certified then painted. During covid all the running gear apart from the gearbox and motor were refurbished, brakes, linkages, steering, diff, springs were stripped and rebuilt and new linkages made. Working from the old panels, photographs and some trial and error Clive remade the wooden body frame. Then he started on the body. He assumed the aluminium panels would be OK but that was not the case. Under the paint in the rear it had been rebuilt with fibreglass mat and much of the aluminium had corroded beyond use. Clive remade most panels from new flat aluminium. The only skin that is original is the cowl in front of the windscreen. With its new skin on he progressed to the front. The inners of the mudguards were non existent, just a rusty panel that gave a hint of the shape, so new inners were made and shaped.

The mudguard driver's side had a lot of lacework, so new metal was shaped, welded made to be usable. The passenger's side mudguard was from a different model Singer and a large shape was missing. With a lot of guesswork an in-fill was made to mirror the other-side. So this is the stage you will see it now Clive gifted it to the club.

Hopefully club members will be able to enjoy driving this little beauty, once we have it finished.

Editor: I reckon she'll look superb in a nice shiny dark cherry red finish?



So you think we have too many projects?:

Clive Sandham says “It’s all relative”.

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On opening my email this morning I found a note from Clive with this fabulous photo attached. Clive comments that we don’t really have an overstocking problem compared to this shed! I wonder if anyone knows where this is? I recognise a few London Routemasters in there but the vans and trucks all look American. I wonder if it’s a ‘Photoshopped’ image?



Upcoming Events: Events through to Christmas.

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Please drop us a note if you know of an event that might be of interest to our members.

Future Events:

December

December 17 (Sunday): Car Show and BBQ: Please assemble at the Club from 10.00 am and we will aim to finish by 1.00pm. We encourage all members to come along and please drag something special out of your garage or shed that might be overdue for an outing that we can all enjoy. We are hoping for a good mix of veteran, vintage and classic vehicles and if you wish to trailer in a restoration project that would also be welcome. The Club's workshops, storage sheds and parts shed will all be open to view so if you haven't visited in recent times there will be something new to interest you. Awards and prizes.

December 21: Last Thursday meeting before Xmas. Extra 'Smoko' delights including BBQ items and allegedly 1 or 2 christmas cakes baked by a committee member.

January 2024

No planned club runs or events and no Progress magazine.

February 2024

February 18: Posh Picnic: Organised by Mike and Christine Swanton

February 24: Helensville A&P Show: We have been asked to attend and create a display of up to 12 vehicles, including the fire truck. Contact Stuart Battersby if interested.

March 2024

March 3: Brits and Euro Show, Lloyd Elsmore Park: Club stand booked. Contact Stuart if you would like to attend.

March 17: Beaches of Whangaparaoa Episode 2. Simple navigation Treasure Hunt. Different beaches, different route, different lunch venue from previous year.

Regular Diary

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

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

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

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

Santa Parade Season: Orewa Santa Parade from the pen of Richard Bampton.

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Without the last-minute intervention of Richard Lloyd, Bruce Picher and Stuart who adjusted the brakes on the Fire Tender at the last possible minute, the Chevrolet would not have been allowed to travel, because the brakes were almost non-existent. Some days earlier earlier, Bruce Pitcher and Terry Flude had removed the brake shoes with their hard linings and they were re-shoed with soft linings, and the drums were skimmed to fit. However, on a test run this work was deemed unsatisfactory. Bruce, Stuart and Richard rose to the challenge and after their adjustments the machine stopped better than before.

Then someone took it to Mairangi Bay Christmas “do”. (Don’t ask who – the rule of this reporter is, usually, ‘no names, no pack drill’.) After it had been clambered over by countless undisciplined children (the keeper of the engine being unable to control them) it was returned to the Club premises with the report “the brakes don’t seem to be very good.”

None-the-less, since Couldrey House, who kindly allow us to picnic in their grounds (the only car club allowed to do so) had been promised that the Fire Tender would lead their section of the parade and help to advertise the house, your intrepid reporter took to the wheel and set steadily off to Orewa along East Coast Road. Driving gently and never reaching even 30 mph – mainly so that the decorations attached for Mairangi Bay would not blow off, the journey was a breeze – traffic lights changed to green, the machine free-wheeled gracefully downhill with nothing in the way, following cars were allowed to pass (although hardly any acknowledged this courtesy) and all was going well until the downhill run to the Pac-and-Save traffic lights in Silverdale. Pressure on the foot brake achieved almost nothing. Did the driver panic? Only a little. But being a big, strong, young? man he merely applied more pressure and grabbed the hand brake as well. The Fire Tender slowed gently down and stopped in a safe and controlled manner leaving at least $\frac{3}{4}$ in between it and the ute in front. (OK, that’s an exaggeration.)



Your author polishing off the traces of “undisciplined” children.



Parked in the usual position.



Peter Lloyd’s Mercury

Santa Parade Season Orewa: Cont.

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The rest of the journey was uneventful and turning off West Hoe Road, into Edward Avenue and then into Alice Avenue (as requested in the instructions given out on Thursday and also shown in the clear map sent out by the Club) the tender approached the usual waiting place. Then a tall, authoritarian member of the NSVCC started telling the driver where to park. Since the driver had done the Orewa Christmas Parade for at least 10 years, and this upstart was doing it for the first time, your thoughtful reporter, who does his best not to upset anyone, merely ignored the idiot and parked in his usual spot. Then Mr Bossy had to move his own car because he was parked in someone else's place.

The turnout by the Club was the best ever, in addition to those pictured here we had Ray Urbahn with his Daimler V8, Stuart Battersby MGB GT, young Andrew Lloyd in the Model T; Colin Austen, Ford V8 Sedan; and two Model As, one a Sedan and the other a Roadster. These two gentlemen will not be named, to spare their embarrassment, since it was noticed that they had approached Alice Avenue from the wrong end. and it became necessary to remind them both that, as pointed out above, the instructions were perfectly clear, since all the other Club members (including two other Ford drivers) had got it right. I leave the readers to come to the obvious conclusion about Model A drivers.

There was time to put on silly Father Christmas hats and affix the Couldrey House banners to the Fire Tender, engage in a little banter, admire the cars and then it was time to start. Orewa Santa Parade gets bigger and better every year with more and more entries and more and more enthusiastic onlookers, with the Fire Tender, partly because of its siren, a firm crowd favourite. And we didn't run over anyone.

Many thanks to those who turned out to support Couldrey House – the organisers are very grateful – and the Orewa Santa Parade. Can we get an even bigger turn-out next year?



Richard and Mary's Buick Straight 8.



Malcolm Jaques Rover 3500.



1923 Essex with Pete Stubbs.



Barb Stubbs' understated Xmas decorations.

Graham-Paige was an American automobile manufacturer founded by brothers Joseph B. Graham (1882-1970), Robert C. Graham (1885-1967), and Ray A. Graham (1887-1932) in 1927. Automobile production ceased in 1940, and its automotive assets were acquired by Kaiser-Frazer in 1947. As a corporate entity, the Graham-Paige name continued until 1962.

Graham Brothers: After successful involvement in a glass manufacturing company, brothers Joseph B., Robert C., and Ray A. Graham began in 1919 to produce kits to convert Ford Model Ts into trucks and modify Model TTs. That led to the brothers building their trucks using engines of various manufacturers and the Graham Brothers brand. Eventually, they settled on Dodge engines, and soon the trucks were sold by Dodge dealers. The Grahams expanded from beginnings in Evansville, Indiana, opening plants in 1922 in Detroit, Michigan, and in 1925 in Stockton, California. The Canadian market was supplied by the Canadian Dodge plant. Dodge purchased the Graham Brothers truck firm in 1925, and the three Graham brothers took on executive positions at Dodge.

Graham's new truck line for 1928 included four 4-cylinder models ranging from $\frac{1}{2}$ to $1\frac{1}{2}$ tons and one 2-ton 6-cylinder model, which used the same engine as the Dodge Brother's Senior Six, lightly modified for truck duty. The Graham Brothers brand lasted until 1929, Chrysler Corporation having taken over Dodge in 1928.

Graham-Paige: In 1927, with the banking syndicate controlling Dodge trying to sell the company, the Graham brothers decided to enter the automobile business on their own. In 1927, they purchased the Paige-Detroit Motor Car Company, makers of Paige and Jewett automobiles, for US\$ 3.5

millions. Joseph became president, Robert vice-president, and Ray secretary-treasurer of the company. The company's initial offerings included a line of Graham-Paige cars with 6 and 8-cylinder engines. For a while, a line of light trucks was offered under the Paige name, but soon discontinued when Dodge reminded the Grahams about the non-competition agreement they had signed as part of the sale of the Graham Brothers Company. Graham earned a reputation for quality and sales quickly rose.



1927 Dodge Graham truck.



1928 Graham Brothers truck.

Focus on the Marque: Cont.

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Graham also had some success in racing, which helped boost sales. The Graham company logo included profiles of the three brothers and was used in insignia on the cars including badges and tail light lens.

Graham-Paige made most of their own bodies and engines. The Graham brothers had solved a long-standing Paige body supply dilemma by purchasing the Wayne Body Company in Wayne, Michigan, and expanding the factory along with other body plants. They did not have a foundry and contracted with Continental for these services relative to their engines. Some models did use Continental stock engines. Graham-Paige's own engineering department designed most of the engines used in Graham-Paige cars. After World War II, Continental produced a lesser version of Graham-Paige's 3.5 litre engine used in the previously mentioned models. These engines were used in the post-war Kaiser and Frazer automobiles.

Initially, Graham-Paige withstood the onset of the depression well, but sales fell as the decade wore on. The 1932 models were designed by Amos Northup. This particular design has been noted as the "single most influential design in automotive history." The new 8-cylinder engine was called the "Blue Streak." However, the press and public quickly adopted the name "Blue Streak" for the cars themselves. The design introduced a number of innovative ideas. The most copied was the enclosed guards, thus covering the mud and grime built up on the underside. The radiator cap was moved under the hood, which itself was later modified to cover the cowl and end at the base of the windshield.

For engineering, the rear kickup on the chassis frame was eliminated by the adoption of a 'banjo' frame. Unlike contemporary practice, the rear axle was placed through large openings on both sides of the frame, with rubber buffers to absorb any shock if the car axle should make contact. This in turn permitted a wider body. To help lower the car, the rear springs were mounted on the outer sides of the chassis frame and not under the frame.



The 3 Graham boys.



1929 G-P 612 Tourer.



1932 Graham 'Blue Streak' 4-door.



1937 Graham Cavalier.

For 1934, Graham introduced a crankshaft-driven supercharger, designed in-house by Graham Assistant Chief Engineer. At first offered only in the top 8-cylinder models, the supercharger was adapted to the six in 1936 when the eights were dropped. Through the years, Graham would produce more supercharged cars than any other automobile manufacturer until Buick surpassed them in the 1990s.



1939 Model 97 'Spirit of Motion'

By 1935, the "Blue Streak" styling was getting rather dated. A restyling of the front and rear ends for 1935 proved to be a disaster, making the cars appear higher and narrower. Having no money for a new body, Graham signed an agreement with REO Motor Car Company to purchase car bodies, paying them US\$ 7.50 in royalties for each Hayes-built body. The engines did have new full water jackets. Graham added new front end styling and revised detailing to these bodies to create the 1936 and 1937 Grahams.

Amos Northup of Murray Body was hired to design a new model for 1938, but he died before the design was complete. It is believed the final design was completed by Graham engineers. The new 1938 Graham was introduced with the slogan "Spirit of Motion". The guards, wheel openings and grille all appeared to be moving forward. The design was widely praised in the American press and by American designers. It also won the prestigious Concours D'Elegance in Paris, France. Wins were also recorded in the Prix d'Avant-Garde at Lyon, the Prix D'Elegance at Bordeaux, and the Grand Prix D'Honneur at Deauville, France. Its cut-back grille later gained the car the name "Sharknose". The styling was a complete flop in sales. The most reliable estimates, from period publications, suggest the total production of all three years of these cars is between 6,000 and 13,000 units. With this low production Graham limped through 1939 and 1940.



Another 97: The Shark nose is obvious.

Joint venture

Desperate for a winning offering and unable to retool, Graham made a deal with the ailing Hupp Motor Co. in late 1939. According to the deal, the faltering company entered into an arrangement with Hupmobile to build cars based on the body dies of the stunning Cord 810/812. In an effort to remain in business, Hupp had acquired the Cord dies, but lacked the financial resources to build the car. Hupp's Skylark was priced at US\$895, and only about 300 were built.

Graham agreed to build the Hupmobile Skylark on a contract basis, while receiving the rights to use the distinctive Cord dies to produce a similar car of its own, to be called the Hollywood. The striking Skylark/Hollywood differed from the Cord from the cowl forward with a redesigned bonnet, front guards and conventional headlights, achieved by automotive designer John Tjaarda of Lincoln-Zephyr fame. The Cord's longer bonnet was not needed, as the Hupp and Graham versions were rear-wheel drive. This also necessitated modifying the floor to accept a driveshaft. Graham chose the four-door Beverly sedan shape for the Hollywood rather than the two-door convertible, as they wanted the Hollywood to be a popular, mass-market car.



End of the marque. 1941 Graham Paige Hollywood.

Both versions used 6-cylinder engines. The Skylark was powered by a 245 cu in (4,010 cc) Hupp; the Hollywood was available with a standard 218 cu in (3,570 cc) and an optional supercharged version, both manufactured by Graham-Paige.

While some 1500 Hollywoods were built, it did not stop the company's slide. After its public introduction, orders poured in. However, manufacturing difficulties caused months of delay before deliveries began. Having bodies ultimately built by the coachbuilder Hayes did not help. Customers tired of waiting, and most of the orders were cancelled. Despite an enthusiastic initial public response, the car actually ended up being a worse flop in the sales department for both Graham and Hupmobile than either firm's respective preceding models. The company suspended manufacturing in September 1940, only to reopen its plant for military production for World War II.

Postwar

The company resumed automobile production in 1946 producing a modern-looking new car, the 1947 Frazer, named for new Graham-Paige president Joseph W. Frazer, in partnership with Henry J. Kaiser. It also began production of farm equipment under the Rototiller name. In August 1945, Graham-Paige announced plans to resume production under the Graham name, but the plan never materialized. On February 5, 1947, Graham-Paige stockholders approved the transfer of all their automotive assets to Kaiser-Frazer, an automobile company formed by Frazer and Kaiser, in return for 750,000 shares of Kaiser-Frazer stock and other considerations. Graham's manufacturing facilities on Warren Avenue were sold to Chrysler, who used the plants first for DeSoto body and engine production, and finally for assembly of the Imperial for the 1959, 1960, and 1961 model years.

Mairangi Bay Christmas Cavalcade: Bill

Duffy reports and John Castle photographs.

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On Saturday 25th November the weather was perfect for the morning Santa Cavalcade (Note: not "Parade" because in a Parade we have to have lots of grumpy men in yellow jackets and police, cones, road blocks, ambulances etc. etc!)

Cavalcade was simply complying with normal traffic rules, so we all waited for the 9-45am bus to pass and then it was all go. Well done organisers for keeping it simple!

We left Murray's Bay and on through to Mairangi Bay shops to Mairangi Bay Park.

Kevin escorted Santa in his magnificent Packard, John Higham drove the now well behaved club fire engine. I believe it now has brakes that work! The 1942 jeep was a great hit for the children. John Castle and I drove our Model As.

I had to disconnect the battery to save a stuck horn from a very enthusiastic 3 year old !

There were many activities for the kids and adults....a great array of food stalls, 3 legged races, music bands and Columbian dancing. With 5 vintage vehicles we were a bit lean on numbers so hopefully next year we'll get a better turnout from our club.



It is with great sorrow that we have to announce that John Duncan BMEchE, MSc(Tech), PhD, PEng, FASM, previously Professor of Mechanical Engineering, University of Auckland (amongst other appointments), died earlier this week. Details are to be confirmed, but his funeral is tentatively planned for Saturday at the Anglican Church in Albany.

John was a regular contributor to this magazine, in particular some of you may remember his fascinating article on “Gas Producer” vehicles in our **December 2021** issue. At the time John was very keen to recreate this technology with a club project, but unfortunately we didn’t have the space or resources to make that happen.



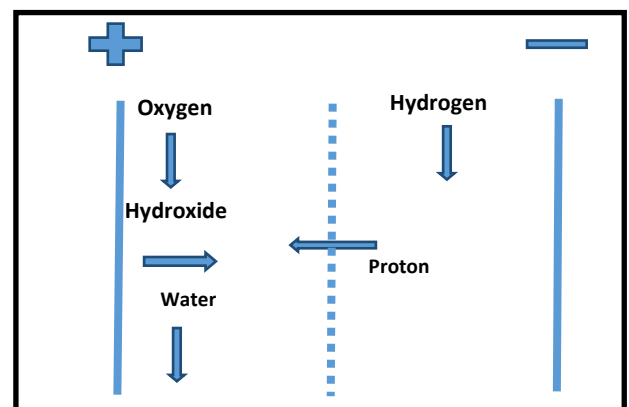
Model A Ford Gas Producer

Ever up to a challenge and fascinated by old and new technology, John’s next article for us was a masterpiece on the **Hydrogen Fuel Cell**. I asked John if to counter the wonderful history of Gas Producing vehicles, he could produce a piece on a future technology. John accepted the challenge and recruited contributors, including researchers from a number of the top universities in New Zealand and Australia. The result was a fabulous and very readable article from our **March 2022** edition of Progress. Here is an extract. Note that both of the John Duncan editions are available to download and read on our website.

The Hydrogen Fuel Cell (Author John Duncan)

The fuel cell is similar to the battery in that its output is electric power. It differs because it does not require recharging: it gets its energy from the chemical reaction of hydrogen and oxygen. The product, as mentioned, is water. We are familiar with the reverse of this reaction in the hydrolysis of water. If two terminals are placed in water and a voltage applied between them, hydrogen will bubble from one and oxygen from the other. How the reverse is managed in a fuel cell is illustrated in the following diagram.

Hydrogen fuel cell. Basics.



Overloaded!

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It's a work of art!



3-Ton Dodge-Graham Nelson NZ Early 1920s.



Above: Public transport in Cambodia

Right: Pah! That's not overloaded. THIS is overloaded.



Arabian Knights.



This is illegal in most countries now.



Regular contributor Bruce Skinner sent me the b/w photo and that got me a thinking. Here are a few crazy photos from around the world that I found on t'interweb. I'm not judging here, but just think about why folks do this and indeed why they are allowed to do it? The average Kiwi Traffic cop would likely have kittens if they encountered something like this.

The committee has not had a November general meeting at the time of publication. We met in mid-November to finish off the recently published report on a potential land sale. We will meet again in a week or so and will distribute notes in a separate email.

In the meantime here are some photographs that I took whilst on short break in Melbourne. Fox started the LIN-FOX distribution business, initially in Australia, but LIN-FOX delivery trucks are now a common sight around Auckland. The cars in the museum could all be classified as multi-million dollar exhibition vehicles, all pristine, stunning and very rare. Not quite my cup of tea but stunning nonetheless.



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

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