



North Shore  
Vintage and  
Classic Car Club

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# Progress:

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



autoevolution  
www.autoevolution.com

Hi all,

The month of May 2023 must have been one of our busiest since I joined the club:

- There have been two weekend outings. The Anniversary Rally and the Waikato coach trip.
- Formulating a response to the proposals to change our national club structure.
- Completing the ramp and drainage across the 5-Bay shed.
- Responding to further flooding of the restoration shed.
- Getting the Morris 8 (nearly) back on the road.
- Replacing valve seats on the Wolseley engine.
- Stripping and servicing the Bedford wheel cylinders.
- Reviewing another national Notice of Motion.

The committee and many members stepped up and played their part in addressing these issues. A huge thanks to all. June is likely to be another busy month for us as we have our **AGM** coming up on **Wednesday 14th of June**. Don't be surprised if you get a tap on the shoulder asking for your help on our committee. It is very important that we keep introducing new ideas and programmes to the committee.

Finally, we would like to try and establish a list of garages, specialists, machine-shops, painters, and panel-beaters in our area. If you have been impressed with someone then please just drop me an email. We need some knowledge transfer and sharing to help the rest of our members.

Stuart Battersby: [battersby56nz@gmail.com](mailto:battersby56nz@gmail.com)

### In this edition:

- \* **Chairman's Report.**
- \* **None of my own words:** AI reaches your Progress.
- \* **50th Anniversary rally:** Photos and report.
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- \* **1902 Strand Loco:** Is it a car? Is it a train?
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- \* **May Committee Notes.**

*Cover girl this month is a 1929  
Maybach Type 12.  
Can anyone find a photo of an  
earlier Maybach?*



# Chairman's Report: Tony Sparkes

May 2023

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Since my last report there has been a lot of activity. Not least, the 50<sup>th</sup> anniversary dinner. An event enjoyed by all that attended. Didn't we all scrub up well.

The next event was the anniversary run organised by Waitemata and Warkworth/Wellsford branches. A good number and variety of cars took part including the Goldingham 14/40 Sunbeam that took part in the original run. A lovely lunch was put by the Warkworth/Wellsford branch and presentations were made to a lucky few.

This event was followed the next weekend by a club coach trip to Cambridge and Hamilton, ably driven by Peter Lloyd. Truly a busman's holiday. Pictures and details will follow.

The AGM is looming. We have had a couple of nominations for new committee members but we are losing three. So, please think about putting your hand up, new ideas help the club progress.

This my last report as Chairman. The last three years have flown by. It has been very interesting what with Covid and all. I would like to thank the committee for their work and support. It has been a most enjoyable time.

Stay safe and look after yourselves.

Tony Sparkes

Chairman



*Great three years Tony: You smashed it!*

# None of my own words: A couple of experiments with A.I.

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*I am sure that many of you have been hearing recently about A.I. (Artificial Intelligence). The subject has been in the press recently as some school children have been using AI to write their essays. I thought I'd give it a go. Below are two relevant articles that I have asked an AI engine to write for me.*

## **The history of the motor car: (Written by a Google Research Product):**

The history of the motor car is a long and complex one, with many different people and inventions contributing to its development. The first self-powered road vehicle was built in 1769 by Nicolas-Joseph Cugnot, a French inventor. Cugnot's vehicle was a steam-powered tricycle that could travel at a top speed of 2.5 miles per hour.

Over the next century, a number of other inventors developed different types of self-powered vehicles, including steam-powered cars, electric cars, and gasoline-powered cars. In 1885, German inventor Karl Benz patented the first gasoline-powered car, the Benz Patent-Motorwagen. The Benz Patent-Motorwagen was a three-wheeled vehicle that could travel at a top speed of 10 miles per hour.

The development of the petrol powered car was a major breakthrough in the history of the motor car. Petrol powered cars were more efficient and affordable than steam-powered cars, and they quickly became the dominant type of car on the road. In 1908, the Ford Motor Company introduced the Model T, a gasoline-powered car that was affordable for the average person. The Model T was a huge success, and it helped to make cars a common sight on the roads of America.

The development of the motor car had a profound impact on society. Cars made it possible for people to travel long distances quickly and easily, which led to the growth of cities and suburbs. Cars also changed the way people worked and played. For example, cars made it possible for people to commute to work from longer distances, and they also made it possible for people to go on vacation more easily.

The motor car has come a long way since its invention in the 1800s. Cars are now faster, safer, and more fuel-efficient than ever before. They are also more comfortable and luxurious, with features like air conditioning, power windows, and satellite navigation. Cars have become an essential part of our lives, and they continue to evolve and improve.

*I have to say that isn't a bad article. The Google Project produced that in less than a couple of minutes. I am impressed. Unfortunately Mr Google is American so I have change "Gasoline" to "Petrol" in a number of places.*



*In preparation for this month's "Focus on the Marque" I then asked Google to prepare an article on the Maybach founder, Wilhelm Maybach.*

**Wilhelm Maybach** (9 February 1846 – 29 December 1929) was an early German engine designer and industrialist. During the 1890s he was hailed in France, then the world centre for car production, as the "King of Designers".

Maybach was born in Heilbronn, Baden-Württemberg, in 1846, the son of a carpenter and his wife Luise. He had four brothers. When he was eight years old the family moved from Löwenstein near Heilbronn to Stuttgart. His mother died in 1856 and his father in 1859. After his relatives published an announcement in the Stuttgarter Anzeiger newspaper, a philanthropic institution at Reutlingen took in Maybach as a student. Its founder and director, Gustav Werner, discovered Maybach's technical inclination and helped to stimulate his career by sending him to the school's engineering workshop.

In 1869, Maybach was hired by Nikolaus Otto, the inventor of the four-stroke internal combustion engine, to work at his company, Gasmotorenfabrik Deutz. Maybach quickly rose through the ranks and became Otto's chief engineer. In 1882, Otto and Maybach had a falling out and Maybach left Deutz to join Gottlieb Daimler, who had also worked at Deutz. *(Editor: My Dad always said that "its who you know, not what you know")*

Maybach and Daimler collaborated on a number of projects, including the development of the first successful high-speed internal combustion engine. In 1890, they founded the Daimler Motoren Gesellschaft (DMG), which later became Mercedes-Benz. Maybach was the chief engineer at DMG and was responsible for the design of many of the company's early cars, including the first Mercedes, which was introduced in 1901.

Maybach left DMG in 1909 and founded his own company, Maybach Motorenbau. He continued to develop high-performance engines and cars, and his company became a major supplier of engines to the German military during World War I.

After the war, Maybach's company focused on the development of luxury cars. Maybach cars were known for their high quality and performance, and they became a status symbol for the wealthy. Maybach continued to work until his death in 1929.

Maybach was a pioneer in the development of the internal combustion engine and the automobile. His work had a major impact on the automotive industry and helped to shape the modern world.

*A couple of clicks and another well worded article. I could get addicted to this stuff!*

# North Shore 50th Anniversary: Re-enactment rally, with photos by Andrew Lunt.

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Congratulations to Ian Goldingham for the idea and implementation of a fantastic run, designed to copy the exact route of our first ever branch rally, originally held on 12th May 1973. We all met at the Devonport Ferry terminal early on Sunday 14th May 2023 bright eyed and bushy tailed for our run to the Parry Kauri Park on the southern edge of Warkworth.

I picked up Richard Ellis (navigator for the day) from Millwater at around 8.00am and we potted down to Devonport, arriving around 8.35 for a 9.00am departure. There were probably 20 or so cars already parked up. Most of the locals were very interested and surprised to see such an array of splendid vehicles filling most of the parking slots. One old buffer (unlike all the VCC youngsters) in a Prius was puffing and blowing a little as he struggled to find an easy parking slot amongst all the proper cars. I did wonder if he felt the collective Vulcan mind-meld ridiculing his environmentally catastrophic decision to buy a new car and even worse an electric one!

Ian tells me that he was expecting 35 vehicles but a couple dropped out (only to be replaced by another two unannounced arrivals). Our Chairman Tony Sparkes was the last to arrive at 8.58, the Daimler's tyres screamed as he turned into the car park. The doors remained shut for a few minutes as Tony and Ross Moon were clearly discussing who was responsible for the delay leaving Albany.

After a slow saunter to the Ferry Building we picked up our rally directions and headed northwards. Initially a few of us grouped together but we soon spread apart as we went through the town centres of most of the East Coast Bays components. At every set of lights the Sunday morning coffee teams looked out to twirl their Raybans and rattle their necklaces.



*'Sweetpea'. Andrew Lunt's Zephyr*



*Harold Kidd's newly acquired Triumph Roadster.*



*Well engineered Riley Special. Owner unknown*



# North Shore 50th Anniversary: Cont.

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Soon we were just three with Harold Kidd in his Triumph Roadster, us in the MGB and Gavin Welch as tail-end Charlie in his brass Model T. Somewhere around Browns Bay Gavin zagged when the rest of us zigged, but we presume that was deliberate as Gavin didn't fancy the joys of SH1 north of Puhoi. We followed Harold for a few more miles until he turned left and took an unscheduled shortcut between Torbay and Long Bay. We didn't see Harold again, but I hear that he "Failed to Proceed" somewhere in Orewa. (Sorry Harold we didn't spot you).



*A very rare Morris Isis.*

From Long Bay we took Glenvar Road until the cyclone slip meant a diversion through to the East Coast Road. It was certainly a little more enjoyable on the open road than the continual traffic lights through the Bays. We followed the Hibiscus Coast Highway (was it called that in 1973?) along the Orewa Boulevard (more RayBans and rattling jewellery) and over the top past Hatfields Beach, Waiwera and onto SH1 around Puhoi. Legend has it that all the roadworks will be completed in a few years.



*Super finish on this Jowett Javelin.*

Once on the open road northwards Bill Duffy in his Model A Coupe waved us past as we headed towards Warkworth. I was a little surprised that we drove north past the signs to the Kauri Park and were then directed left along Woodcocks and right into Falls Road to follow our noses to that awful set of lights at the junction of SH1 and the Matakana and Sandspit roads. A quick run through the centre of Warkworth. No Raybans this time, just kaftans and hippy beads, and out the back to the Kauri Park museum.



*Julie Croft's 1929 Chrysler.*

After a quick 'Stamp and Shuffle' we headed back across to SH1 and headed southwards towards the satellite station and the Warkworth and Wellsford Branch base. We had more chance to look at the cars here and chat with others. Anne Richardson and her team had created a fabulous buffet for us. The sausage rolls were excellent but to be honest didn't quite come up the standard that Mike and Jim deliver of Thursday mornings.



*Just another stunning E-Type.*

Ian Goldingham gave a short welcome speech and presented some of the original rally badges, that had apparently been on a garage shelf for some years. Kevin Lord and Ross Moon were given a badge each as they were some of the longest serving North Shore members present.



*Jim Masson's super 850 Fiat.*



# Alvis Grand-Prix car: Cont.

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The three branch chairpersons were each given a badge, ostensibly for representing their branches, but the rumour was that Tony was given his badge for arriving despite Ross's navigation.

Formalities over, Richard and I nipped out of the back door, creaked and bent again into my MG and made our way south. A huge thanks to Ian and Jacqui Goldingham for setting up the whole event and a special thanks to all our own branch members for representing us (I counted 14 NS cars) and showing us your fabulous vehicles.



*Organiser Ian Goldingham.*



*Warkworth branch clubhouse.*



*Tony collects a medal.*



*Original rallyist Sunbeam.*



*Some of the older rally entrants line up beside the Goldingham's Sunbeam*



## 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:

#### June

**June 14: Club AGM. 7.30pm.**

**June 18: Club Run: NOTE: We will meet at the Riverhead War Memorial Park , Coatesville/ Riverhead Highway at 9.00am for a 9.30am departure.** Then travelling backroads to an interesting collection of new old stock hardware (all for sale) , lunch at the Ginger Crunch Café followed by a visit to a local pioneer museum.

**June 21: Auckland Midweek: Northern start, Westgate Mall.**

#### July

**July 16: Branch Run: TBA**

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

#### August

**August 20: Daffodil Day: Anticipating tri-branch run towards Matakana, but watch this space.**

### 2023 AGM Calling Notice:

The North Shore Vintage and Classic Car Club hereby gives notice of the Annual General Meeting, to be held on Wednesday 14th June 2023 at 7.30pm, at the Club Rooms, 40 Masons Rd, Albany.

### 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.

**Maybach** is a German luxury car brand that exists today as a part of Mercedes-Benz. The original company was founded in 1909 by Wilhelm Maybach and his son Karl Maybach, originally as a subsidiary of *Luftschiffbau Zeppelin GmbH*, and it was known as *Luftfahrzeug-Motorenbau GmbH* until 1999.

In 1960, Maybach was acquired by Daimler-Benz. The name returned as a standalone ultra-luxury car brand in 2002, sharing significant components with Mercedes-Benz cars. After slow sales, Maybach ceased to be a standalone brand by 2013, and it became (in 2015) a sub-brand of Mercedes-Benz, which is owned by the Mercedes-Benz Group. As of 2021, Daimler produces an ultra-luxury edition of the Mercedes-Benz S-Class and Mercedes-Benz GLS-Class under the Mercedes-Maybach name.

**1909–1940: Early history:** Wilhelm Maybach was technical director of the *Daimler-Motoren-Gesellschaft* (DMG) until he left in 1907. On 23 March 1909, he founded the new company, *Luftfahrzeug-Motorenbau GmbH* (literally "Aircraft Engine Building Company"). In 1912, they renamed it to *Maybach-Motorenbau GmbH* ("Maybach Engine Construction Company"). The company originally developed and manufactured diesel and petrol engines for Zeppelins, and then rail cars. Its Maybach Mb.IVa was used in aircraft and airships of World War I.

The company first built an experimental car in 1919, introduced as a production model two years later at the Berlin Motor Show. Between 1921 and 1940, the company produced a variety of opulent vehicles, now regarded as classics. The company also continued to build heavy-duty diesel engines for marine and rail purposes.

Maybach had a British subsidiary, Maybach Gears Ltd, that specialised in gearboxes. In 1938, in conjunction with Dr Henry Merritt, they produced a gearbox and steering system – the 'Merritt-Maybach' – for the abortive Nuffield A.16E1 Cruiser tank design.



1929 Maybach Type 12  
(earliest Maybach that I can find)



1930 Maybach Zeppelin



The infamous Maybach powered Sturmgeschütz  
(or Stug) WW2 tank.



1940–1945: During the Second World War, Maybach produced the engines for most of Nazi Germany's tanks and half-tracks. These included almost all the production tank engines through Panzer I, II, III, IV and V, the Tiger I and II (Maybach HL230) and other heavy tanks: and also engines for half-tracks such as the Sd.Kfz. 251 personnel carrier and prime movers like the Sd.Kfz. 9. The engine plant was one of several industries operational at Friedrichshafen. After WW II, the factory performed some repair work, but automotive production was never restarted, and some 20 years later, the company was renamed MTU Friedrichshafen.



*Maybach 62: Rolls/Bentley competitor*

*(Editor: In the late 90s/early 00s I travelled regularly to Friedrichshafen to visit a customer Dornier/EADS. A fascinating and beautiful town on the banks of Lake Constance. The Zeppelin museum was amazing. They actually used to test fire all torpedos across the lake into nets during WW2, adjusting the fins for straight running after each test.)*

**1960s:** Daimler-Benz purchased the company in 1960. Post-1960, the company was mainly used to make special editions of Mercedes cars in the W108 and W116 model range, which were virtually hand built. These cars however carried the Mercedes badge and serial numbers.

**1997–2013:** Daimler presented a luxury concept car at the 1997 Tokyo Motor Show. A production model based on it was introduced in two sizes – the Maybach 57 and the Maybach 62, reflecting the lengths of the automobiles in decimetres. In 2005 the 57S was added, powered by a 6.0 L V12 bi-turbo engine producing 450 kW (603 hp), and featuring various cosmetic touches.



*Sumptuous Maybach interior*

To promote the new Maybach line, Mercedes-Benz engaged figures such as Maybach heir Ulrich Schmid-Maybach and golfer Nick Faldo to serve as brand ambassadors. Initially, Daimler-Chrysler predicted annual sales of 2,000 worldwide with 50 per cent coming from the United States; however, these expectations never materialized. In 2007, Mercedes bought back 29 US dealers, reducing the total from 71 to 42. In 2010, only 157 Maybachs were sold worldwide, compared to 2,711 similarly priced Rolls-Royces. By the time of the announcement that the brand was to be laid back to rest, 3,000 had been sold worldwide since the brand was revived in 2002. Daimler announced in November 2011 that Maybach would cease to be a brand by 2013 and manufactured the last Maybach vehicle in December 2012.

**The end:** With poor sales and the heavy impact of the financial crisis of 2007–2008, Daimler AG undertook a complete review of the Maybach division, approaching Aston Martin to engineer and style the next generation of Maybach models along with the next generation of Lagondas. According to Automotive News, only 44 Maybachs had been sold in the United States in the first ten months of 2011. It further stated that the first Maybach models had poor driving dynamics compared to its contemporaries from Rolls-Royce and Bentley:

*"Mercedes took an aging S-class chassis and plopped an absurdly elongated body on it ... rather than develop a new car from the wheels up, as BMW did with Rolls-Royce, or cleverly use the underpinnings of an existing model like the Volkswagen Phaeton for a new Bentley."*

Furthermore, Maybachs were never advertised as owner-driven vehicles, as the company believed that the luxury amenities would be sufficient to drive sales, and they even insisted that auto journalists (who usually test drive the vehicle) ride in the backseat.

Another suggestion for Maybach's struggles was that parent Daimler had failed to differentiate it from its Mercedes-Benz brand. While all three ultra-luxury marques share platforms and engines with other luxury brands from their parent auto company, Maybachs are built alongside the Mercedes-Benz S-Class flagship sedan, whereas Rolls-Royce and Bentley are assembled in England (separate from the rest of BMW and Volkswagen Group's respective production plants), and thus are regarded as being more "exclusive". Furthermore, the Maybach's pedigree was virtually unknown outside of Germany, unlike its British rivals which have long enjoyed renown worldwide; indeed the 2006 Rolls-Royce Phantom's interior evokes memories of a 1930s car while the Maybach 57S's inside makes no reference to its marque's history.

In November 2011, Daimler's CEO Dieter Zetsche announced that the Maybach-brand would cease to exist in 2012, making room for other models of the Mercedes-Benz S-Class. The Maybach-limousines were still being sold up to the year 2013, but after that, the name "Maybach" would not be used anymore. On 14 August 2012, parent Daimler AG announced the official discontinuation of Maybach by releasing a price sheet officially discontinuing the Maybach 57, 57S, 62, 62S and Landaulet. On 17 December 2012, the last Maybach vehicle was manufactured in Sindelfingen.

*Unfortunate story of a wonderful product with insufficient market knowledge and poor promotion.*

*Let's finish this article with a couple of questions:*

- *Can any of our keyboard/Google warriors find a picture of a Maybach car earlier than the 1929 in this article.*
- *Has anyone seen a Maybach (Not a Mercedes version) in New Zealand? Got any photographs?*



# Magical Mystery Tour: Richard Bampton reports on our recent bus trip.

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A bus trip? For a car club? Would it be supported? Will it work?

This was something new, and ably organised by John Castle, it was a great success.

The downside was an early start at 8.30 from the clubrooms, but the very smart and comfortable Bayes bus arrived in good time, as did the majority of participants and we set off for Cambridge only 5 minutes late. Remarkably, considering the average age of the passengers no comfort stop was needed at Mercer, and we arrived at the Ross Brothers site in good time.

Billed as American Muscle cars, your writer looked a very pale on entering, and many thanks Bruce Pitcher for his unstinting support through a difficult time – he located the CPR machine and was remarkably anxious to try it out. Nelson Ross gave us a brief history of the firm and how the collection came about, then we marvelled at the very varied collection. Beginning to feel nauseous from American machine overload, your writer spotted an Aston Martin DB5 V8 (which probably saved his life and Bruce's experiments with the CPR machine). Nelson had told us earlier that he had ridden in it with the speedo clocking 150 mph. This was not fast enough for the Ross Brothers father, who took it into the works to squeeze more power out of it.

Then we moved into room 2. The first car to be noticed was a humble Mk1 Ford Consul, but then enormous earthmoving equipment came into focus:

The huge CAT loading shovel – chairman Tony Sparkes was a tiny speck when he climbed to the top,

The biggest bulldozer I have ever seen. It had belonged to another firm, but was unreliable and typically cost a minimum of \$100,000 each time a repair was needed. Put up for sale, nobody bid for it, and Ross Bros obtained it for their museum.



*Note the mood lighting*



*A Shelby Mustang GT 500KR, with 428 cubic inches (7 litres) engine.*



*Aston Martin DB5 V8*



*Spot chairman Tony Sparkes*

# Magical Mystery Tour: Cont.

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A row of (mainly International) trucks and fire engines with bulldozers and dumper trucks scattered round, included an interesting Euclid bulldozer. This machine boasted twin 200hp engines (making it 40% more powerful than the equivalent CAT) mounted side-by-side on twin chassis, pivoting on a massive pin at the rear, the movement controlled by a roller slide at the front. Each engine drove one track so this arrangement meant that steering was by speeding up or slowing down one motor – no brakes and clutches were required as on a conventional dozer.

On the way out a 1940s Ford HC van was spotted. This was the one with the offset engine – giving any passenger no leg room. *(There was no passenger seat in these originally. This increased the load space by a few cubic feet and helped the marketing statistics).* We finally exited through the museum workshop where the star was a Mk2 Zodiac convertible. In true Ross Bros fashion this boasted a Raymond Mays head and other goodies to make it go faster.

I was too busy eating the delicious food (the pikelets were particularly good) to take any photos during lunch, provided by Waikato VCC. We were then invited to visit their spares shed and new members' workshop, some pieces of metal were exchanged for folding money. Many of our members will remember their visit to us some years ago to see what we get up to in our sheds.

Amazingly they were impressed and have built their own. Later a fine example of an Austin 10 Cambridge turned up to welcome us, then a team photo was taken.



*Here come the 'Heavies'*



*Zodiac Convertible: rarer than "Hen's teeth".*



*An old Austin of some sort.*





# Magical Mystery Tour: Cont.

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Our final stop was at the Hamilton Classic Car Museum, where we were first ushered into the workshop, to be greeted by Tom Andrews, owner of the museum, and a replica Bugatti Atlanta that they are building from scratch. The workmanship of this car has to be seen to be believed, and, although we saw it in pieces because it has been dismantled for painting, chroming and final assembly, Tom assured us that it had been driven round the yard and car park. As many original Bugatti parts as possible have been used, including an original engine, and the rest has been fabricated to a very high standard. The body and rear wings are a work of art, and the woodwork inside the body is amazing. Then we went into the museum, where the first car was a beautiful Lagonda and nearby were a Triumph Stag and a Sunbeam Rapier convertible. Most of the rest of the cars on the ground floor were American, so a rapid ascent to the second floor was made. This revealed a neat selection of bread-and-butter English cars – too many to list individually, see the photos – and topped by a stunning Bristol 901. Also on the top deck were a few Europeans, perhaps the most unusual being a Borgward (second from the right in the photo). Among all these stars of the 60s British motoring industry, hanging on the wall was a collection of radiator surrounds – one of which was a BSA! From a safe distance on the second floor the American cars could be viewed. With a few minutes left I ventured into a further corner to find two Icons of the British motor industry – a Series 1 Land Rover, and, the best vehicle there, an Austin 7.

The whole day was brilliantly organised – thank you to John Castle. But the hero of the day was driver Peter Lloyd, who drove us safely to and from the clubrooms and carried out some clever reversing in the Waikato premises.



*Replica Bugatti Atlanta*



*Bugatti roof framing.*



*An Austin A40 and an Austin J40*



*Proper cars at last!*



# Magical Mystery Tour: Cont.

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As a little rain began to fall on our exit from the Classic Car Museum, he braved the raindrops to bring the bus nearer to the door. Thank you, Peter, for your contribution to a great day out.

I can't wait for the next bus trip next year.

*Thanks to Richard Bampton for the report and an excellent series of photos. I'm sorry I haven't been able to fit all of them in, but here's a final few.*



*Our driver, Peter Lloyd.*



*The Bristol 901.*



*Triumph Vitesse.*





# 1902 Sterand Loco: Bruce Skinner spots an oddity.

The Sterand Loco was an early 20<sup>th</sup>-Century promotional vehicle built to look like a steam-powered locomotive. But an inline-4 motor was under the “hood” that would run on gasoline, that new-fangled fuel of the 1900s. This oddity is said to be a museum piece and you won’t find another like it. That’s probably why the asking price is \$250,000 in Neosho, Missouri. If you have a spare quarter-million laying around, this baby could be yours to own.

By 1902, the Industrial Age was about to see a shift from trains to automobiles for carrying passengers. The Wild West had recently been tamed and locomotives were a big part of that development. The Sterand Loco was an early example of a promo vehicle along the later lines of the Oscar Meyer Wienermobile, designed to be functional, as well. It was built by the Western Motor Car Co. in Indiana. They were known for building internal combustion engines. What we haven’t found any hard information on is exactly why the vehicle was conjured up. We have learned that the assembly was ordered by the Chicago Solder Company which made the product it was named after. But how do the two relate to one another? At one time or another, we assumed it moved around on its own at speeds up to 60 mph, receiving power from a whopping 15-16 hp motor. A built-in air compressor was included to operate the steam whistle and inflate the tires! This oddity has only had three owners up to now, not bad for a stretch of 121 years. Only 12,000 miles are recorded on the odometer, but the machine needs work both mechanically and cosmetically. If you bought this interesting piece at its lofty price, what would you do with it? And you’ll have to invest in the restoration, too. Will a train nut end up buying this?





The Batmobile, an unmatched pop culture phenomenon, is one of the most instantly recognizable movie cars regardless of which era it stems from. This example is modelled after the Batmobile featured in the 1989 film *Batman* and the 1992 *Batman Returns* movie. Robin said in the original campy 1966 *Batman* TV series, "No policeman's going to give the Batmobile a ticket," and that quote reigns true for this Batmobile. The 48v DC drivetrain is rated for 25-30 mph and isn't going to break land speed records anytime soon, but the functional flame thrower built into the exhaust will give the illusion of rocket-like acceleration.



*Texaco 'Doodlebug' tanker*



*Trainer shoe special.*



*1965 Peel Trident. Manufactured in the Isle of Man*



*1948 Gatso Roadster. Holland's first postwar car.  
Plastic Roof and Powered by Ford V8 lump*



**New Members:** Lance Smith, Les Elmer, Gerald Miller, Scott Fraser, Peter Borthwick

**Shed channel and concrete pad:** A special thanks was expressed to Maurice, Brad and Vanessa Whitham for the work done on the concrete drainage channel and the concrete pad between the sheds.

**Bylaws:** There is a need for committee members to review the draft rules. The club bylaws are being finalised and will be published once the review has been completed.

**Tony Sparkes Chairman:** A special note of thanks is recorded for Tony Sparkes for his Chairmanship of the Branch over the past 3 years.

**Land Sale:** There was a short discussion regarding the proposed Notice of Motion.

**National Club Organisational Changes:** No further comments were made on the draft response previously circulated to members and committee.



*Arnold Van Zon and Gavin Welch, discuss progress on a new gate for the northern entrance.*

*Should we be doing work like this ourselves? To the detriment of our core objectives, (the preservation and restoration of older vehicles).*

*“Two old men sitting in deckchairs”  
Another in our popular series. David Lane on the left and Clive Sandham on the right.*



# About Us

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**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:** 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](mailto:battersby56nz@gmail.com)

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