



North Shore
Vintage and
Classic Car Club

- > Your journal
- > Your stories
- > Your photos
- > Your cars
- > Your ideas
- > Your committee

Progress:

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



Hi all,

Welcome to the May 2023 edition of your magazine and another busy month at the club. We have TWO weekend runs for you this month: on Sunday 14th May the Waitemata branch have organised a re-enactment of our very first rally held originally on May 12, 1973. Full details on page 15 but please remember to give Ian Goldingham a quick call if you plan on attending. Our second outing on May 21st requires no driving, just hop on a luxury coach for a super trip to the Waikato.

Work on our project vehicles is progressing slowly. We have fixed the steering and pedal box on the Bedford, but have now discovered seized brake cylinders. Easy fix, but it all takes time. The head on the Wolseley engine is at the machine shop and the rest of the block is on our new engine stand, ready to be flipped for a good look at the bottom end. The BSA radiator surround has now had all major repairs finished. The Morris 8 has had a gearbox replacement, head skim and a new head gasket: she will be back on the road shortly.

Whilst talking about the BSA we are most grateful to local racing legend Alan Woolf for donating a complete BSA engine and gearbox to the club. This will be really useful in helping get the van back on the road.

Hopefully by the time you receive this magazine, we will have completed the works on the drains and ramps across the front of the 5-Bay shed and members will shortly be able to access the service and members' bays.

In this edition:

- * **Chairman's Report.**
- * **Anniversary Day Mishap:** Oh dear!
- * **Alvis Grand-Prix Car:** Lives again.
- * **Upcoming Events:** May, June, July.
- * **Ford V8 Flathead:** Mike Garner writes.
- * **April run to Settlers:** Report and photos.
- * **Re-Enactment Run:** Details and contacts.
- * **Real Estate Agent Centenary:** 3,800 of their closest friends.
- * **Around the club photographs.**
- * **Two old men sitting in deckchairs:** The story continues.
- * **April Committee Notes.**



Tony Sparkes reacts, when he realises that he has to give a speech at the Anniversary Dinner. Barb Stubbs is shocked and Julie Croft thinks its funny.

Chairman's Report: Tony Sparkes

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We have continued to benefit from our open day with more new members joining our branch. It is certainly something worth doing again. Improvements to our facilities are continuing. The concrete apron in front of the 5 Bay shed is ready to be poured, it may even have been completed by the time you read this. This will make access and egress much easier. Talking of which, if the rebuilt generator works as it should, then my Riley will be leaving the shed very shortly. "And about *bl@@dy* time too", I hear you cry!

Peter Lloyd and John Castle put on a very good run this month, enjoyed by around 30 members, finishing with a good lunch at Settlers. Next month is a bus trip into the wild Waikato. Should be good.

Sarah and I were not able to do this last run as we flew down to Bluff. We were planning to surprise our son, Tom, who was finishing the Te Araroa trail, an over 3000km trek from Cape Reinga to Bluff. An amazing achievement and adventure, we are very proud of him. Comparing pictures of Tom at the start and finish, a friend commented that we should send them to Tourism NZ, as it was sunny and blue sky at both ends. And also to Jenny Craig as he is now only half the man he used to be! He now needs to find a job, anyone have an opening for a mechatronics engineer?

As mentioned before, the AGM is getting even closer and it would be good for the club to have a couple more on the committee. New ideas and perspectives are healthy for the club.

It has been encouraging to see a bit more safety equipment used in the restoration shed. It is important that this continues to improve.

Stay safe and look after yourselves.

Tony Sparkes

Chairman

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

PS: April 27th @ 2.20pm

Since writing my report, I am delighted to say that the concreting in front of the 5 bay shed and between this and the Restoration shed has been done. Thank you to Maurice and family for organising and the dozen or so members who mucked in to get the job done. Well done team.

Anniversary day mishap: Oh dear! Barb Stubbs tells all.

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Following on from a wonderful 50th Anniversary Open Day celebration and car rally, I feel compelled to inform our fellow readers of an unfortunate incident on our rally! The first thing to go wrong was a manifold gasket that blew on the Essex which turned it into a traction engine and got progressively louder as the day wore on. The sun however, was beaming down on all of us to brighten our day, and when given orders to depart on the rally, we left – 3 of us travelling in convoy, a 1922 Essex, a 1967 Oldsmobile and a 1929 Chrysler. Doing beautifully we were, travelling over wonderful, some never been over before roads (for us) and not too many potholes either which, these days, always seems to be a bonus!!



The 1922 Essex

We didn't come across too many bits of gravel road and the last bit was only about 30 odd kms from being back at the VCC villa. Travelling along with the Essex leading the pack followed by the Oldsmobile, we didn't see the Chrysler for ages, so we pulled over and waited, and waited and waited – hello..... is that my phone ringing??? A little voice says "We've broken down" so I respond by asking where and am told "just after the gravel, where it meets the seal – about 5 kms back" The Olds turns around with driver of the Essex and the daughter of Essex driver (who's driving the Olds) to locate said Chrysler. Half an hour goes by and finally the two cars appear in the distance – under tow.



Paul Brinsden in his Dodge

The photographs in this article were kindly supplied by Bruce Goodhall of the Hibiscus Coast Photography Club.

Anniversary day mishap: Cont.

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Dilemma – the only person who can drive the Essex towed the Chrysler, so the only one now capable of towing the Chrysler is the 5' 2" daughter who is now back behind the wheel of the Olds!!! The original driver of the Chrysler has now swapped places with her passenger and they get ready to continue being towed back to the home of the Essex. (Are you confused yet??!!) Said daughter has never towed a car before, let alone on a VERY short tow rope, a heavy 1929 vehicle, nor in a car that's 19 feet long AND left hand drive!!! To add insult to injury a traffic cop followed us for another 10kms – probably checking all our rego plates to make sure we were all legally on the road!!

Once we had the car tucked up in the garage next to where the Essex sleeps, we trundled back to the VCC rooms, perhaps only about 1½ - 2 hours behind everyone else!!! Well.....there were no sausages, Mr Whippy had left, the coffee cart had gone AND SO HAD NEARLY EVERYONE ELSE!!! What more to do but say hello to the few remaining members, sit under a tree, have a glass of wine, a bit of bread, pack up again and go home!!

Surely there's a moral to this story??? Have a contingency plan in place – next time take your own sausages!!!!!!!



Julie Croft confidently drives the Chrysler off to the Rally

Alvis Grand-Prix car: lives again 50 years after the event.

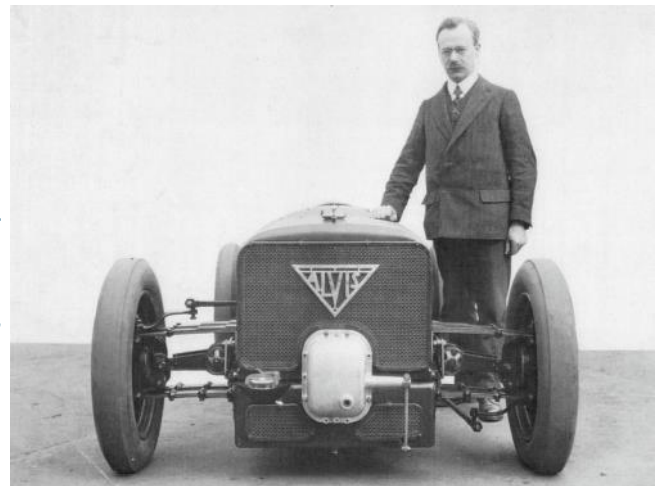
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As war loomed on the horizon, Alvis's Thomas George John began cleaning up the company's old workshops. He'd already set up about 18 factories across England to build airplane engines and needed still more space, so he ordered a bunch of obsolete race cars, some more than a decade old by then, to be sent to the scrapyard. Ironically, if he hadn't ordered it junked, one of those three; a cigar-shaped front-wheel-drive straight-eight car built for Grand Prix competition wouldn't still be around.



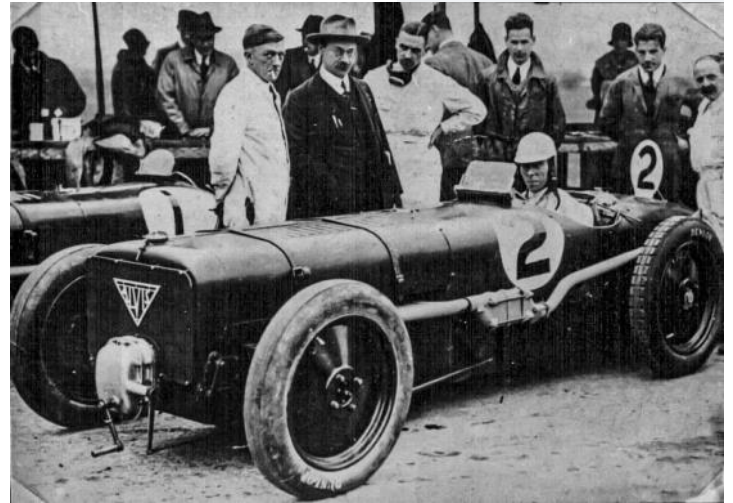
Alvis and Front-Wheel Drive: Long before Rover and then British Leyland swallowed the company whole, Alvis had set up shop as one of the dozens of Coventry-based carmakers of the 1920s. While John had insisted on a reputation for reliability above all else, it wasn't long until the company established a competition department and John hired Captain G.T. Smith-Clarke as chief engineer to explore more advanced designs than the company's side-valve four-cylinder engines and the conventional rear-wheel-drive chassis. Indeed, in March 1925, just five years after the carmaker formed, it fielded its first front-wheel-drive competition car at the Shelsley Walsh hill-climb.

The car "was named Tadpole because of its tendency to wag its own tail." As Owen described the Tadpole, it was of a rather intricate design, with double quarter-elliptic springs for suspension, inboard brake drums, and double-jointed half-shafts taking the output from, essentially, an Alvis 100hp four-cylinder engine turned 180 degrees "so that the blower and single carburetor projected into the cockpit while the final drive stuck out beneath the radiator."



If all that sounds similar to Harry A. Miller's front-wheel-drive system, you're not alone. Griffith Borgeson, writing in a 1983 issue of *Automobile Quarterly*, noted that "there are too many details that are too close." Alvis's car hit the track just two months before Miller's first front-wheel-drive car and the Alvis "incorporated the same overall concept (as the Miller) in its front-end design, plus such identical specific features as inboard brakes; longitudinal quarter-elliptic front springs; similar brackets for mounting them; similar, unusual deep frame rails; the same geometry of steering knuckles, outer U-joints and wheels. Plus the use of a front De Dion tube, albeit double."

Borgeson went so far as to interview at least a couple of people connected with Miller - including S.C.H. "Sammy" Davis, who spent time at the wheel of both a Miller and an Alvis - about the similarities in the hopes of making some sort of connection, though he could find nothing more than suspicion. "Davis attributed the Alvis design to Smith-Clarke alone and told me in writing that it was his feeling that, if the engineer had not obtained his information from one of the Americans he must have "found" some good illustrations of Miller Front-Wheel-Drive."



Look at the suspicion in the eyes of the smoker.

Alvis's Eight-Cylinder Racers: The two, four-cylinder front-wheel-drive cars that Alvis campaigned proved themselves capable in 1925, lapping Brooklands at more than 100mph, so John decided to go Grand Prix racing for 1926. As Owen wrote, John determined the cars needed dedicated racing engines rather than adapted production engines, so Smith-Clarke designed a supercharged straight-eight to meet the 1.5-litre size limit, taking inspiration from Duesenberg's walking-beam horizontal-valve engine design. Without a driveshaft running underneath the car, Smith-Clarke and Alvis Chief Designer W.M. Dunn were able to bring the car low; comically low, compared to the competition. They gave it a no-nonsense rectangular grille and a long, tapering tail. Two cars built to that design raced just once at Brooklands, with disappointing results. Still, John and Smith-Clarke kept refining the cars, changing to a double overhead-camshaft design with hemispherical combustion chambers for the straight-eight in 1927.



The long tapering tail.

It's not clear whether John had two all-new cars built for the 1927 or if he simply ordered the revised engines placed into the 1926 cars, but a pair of Alvis front-wheel-drive cars were entered in the 1927 British Grand Prix but didn't start. Alvis then entered those same two cars in the Brooklands 200-mile race where, according to an Alvis Car Company press release, they got off to a rousing start. Both lapped the track "in excess of 120 MPH" and showed "prodigious pace," but both also DNF'd with engine failures. Exactly what caused Harvey's engine to fail seems unknown, but Duller's engine quit after a connecting rod decided to self-dismantle into countless pieces. According to Owen, Alvis gave up its Grand Prix designs after that, citing rules changes instituted for 1928. Alvis did not, however, give up its plans for front-wheel drive and introduced a line of front-wheel-drive production cars for 1928.

The Duller Alvis: Curiously, when John ordered the old race cars, including Duller's 1927 car, to be scrapped, he didn't seem to mind holding on to the shattered connecting rod that caused it to fail. It - or, at least, the majority of it that didn't disintegrate into the oil pan - remained with the Alvis archives and is on display at the resurrected Alvis company's showroom today.

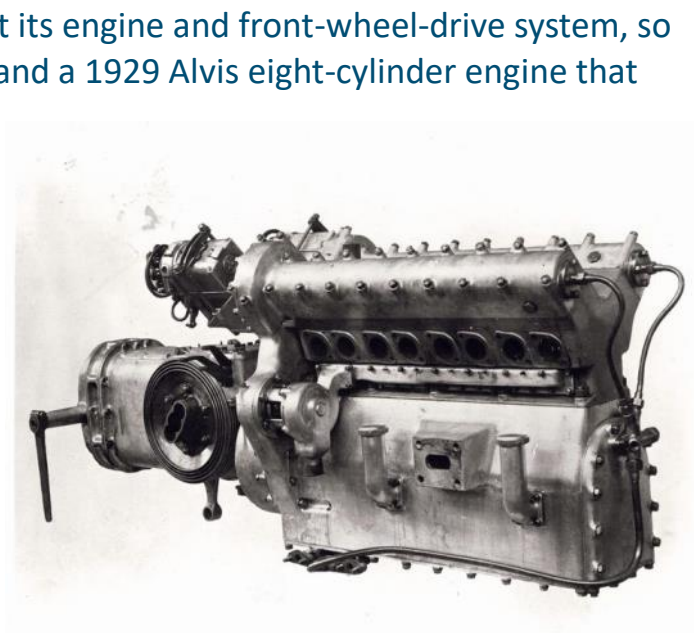
As Alvis's press release continues the story, John sent the three old race cars to Roach Brothers in Coventry with "strict instructions that (they were) to be broken up and not sold on." Roach Brothers surely carefully listened, gave John their word, then almost immediately turned and sold the Duller car to Bill Pitcher. The car came without its engine and front-wheel-drive system, so Pitcher sourced a transmission from a 1929 Alvis and a 1929 Alvis eight-cylinder engine that possibly powered one of the company's Le Mans cars and laid plans for converting the Duller car to rear-wheel drive.

Meanwhile, during World War II, Luftwaffe bombing raids targeted and decimated the Alvis Coventry factory for its aircraft engine production. So had John not ordered the car scrapped, it still would've been destroyed. And, as fate would have it, Pitcher never followed through on his rear-wheel-drive plans. The car and its parts sat around untouched until the mid-Fifties, when he sold it all to front-wheel-drive Alvis enthusiast Nic Davies. Davies, according to the Alvis press release, took it with him as he traveled the world, moving from Australia to Papua New Guinea and to Florida. Not until 1990 did he start to reassemble the car, and though he was able to get the 1929 engine running and the car driving under its own power once again, it was far from restored.

Hope for a correct restoration came in 2006 when Stote and Tony Cox, another front-wheel-drive Alvis enthusiast, bought the car from Davies and began to research the car's original specifications. While most of the core elements of the car - including the chassis and much of the body - remained original and in good condition, a number of other elements, including the radiator, the hood, and the rear suspension, had gone missing. In addition, the 1929 engine resembled the car's long-gone original engine, but it was not an exact match.



Sentimental Con-Rod.



Alvis Straight Eight

Fortunately, not only did Alvis's archives - including original parts drawings - and leftover parts stock survive World War II in Alvis's Kenilworth location, they also passed into the ownership of Red Triangle, a company established by ex-Alvis employees specifically to provide spare parts and service to Alvis owners. And while Alvis itself had been sold out of British Leyland in the Eighties and subsequently bought and sold several times since, Red Triangle managed to purchase the rights to the Alvis name and restart production of several classic Alvis models as continuation cars.

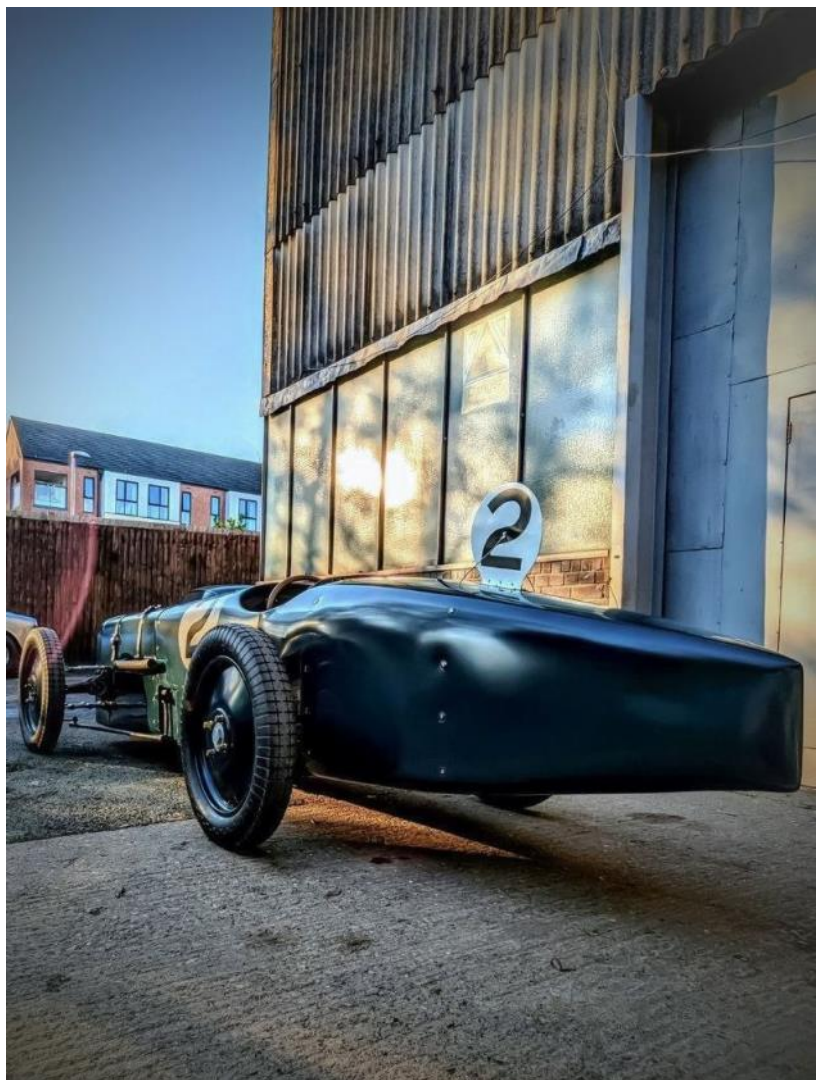
That meant Stote and Cox had access to a wealth of information about the Duller car, including drawings of the car's original engine, which they then used to have a new, period-correct engine and gearbox cast to properly restore the car. In the press release, Stote called the restoration "a journey of discovery."

While Alvis made no mention of offering a continuation version of the racer, plans are apparently afoot to return the car to Brooklands for the 100th anniversary of its one and only race in 2027. In the meantime, it will see its post-restoration debut this weekend as part of the Automobile Council 2023 event in Chiba City, Japan, as part of Alvis's collaboration with Japanese distributor Meiji Sangyo.



Mid 1920's racing chaos.

The Alvis Grand Prix re-imagined.



Anniversary Dinner: Maybe we should do this more often?

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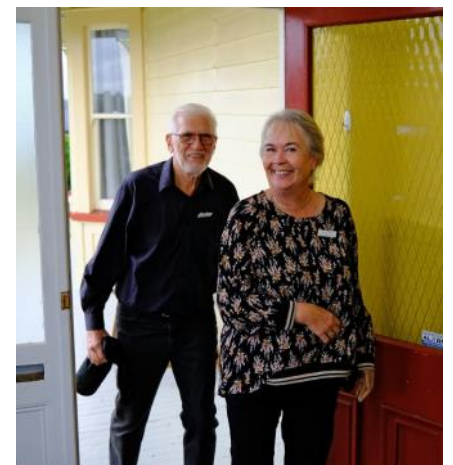
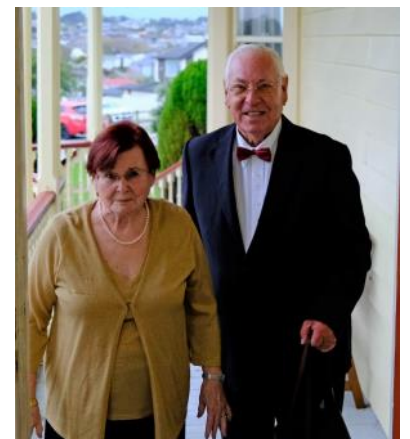
On Saturday 29th April, we held our 50th Anniversary Celebration Dinner at our clubhouse in Masons Road. I think a number of us were rather apprehensive about organising an event like this, but in fact with the energy and expertise of Andrew Lunt and Richard Bampton to guide us, everything ran like clockwork and everyone seemed to have a great time.

I arrived at 4pm and found that over the previous 24 hours, Andrew had rearranged the tables, laid out the pressed linen cloths and napkins and arranged the settings with polished glasses and water ewers.... and before he started that, he had vacuumed the carpets and cleaned everywhere as our new security locks had defeated our regular cleaners who were unable to gain access! Tony called up at about 4.15 and asked "Have we got any nibbles?" Blast! No! So I was dispatched to New World to buy a few bags of nuts and chips. Phew! Made it, and nibbles went into bowls and were spread around the room. Guests soon started to arrive and by 5.15 the place was buzzin'. A few familiar faces were early arrivals as you can see below.



The calm before the storm. Comfortable seating for 70.

The place looked wonderful as guests arrived



Anniversary Dinner: Cont.

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There wasn't quite enough room for guests to chat and circulate during the Mix and Mingle hour and many found a table and started to chatter away in their table groups. Folks continued to arrive until 6.00 when Tony 'Rang the Bell' *(Report continued later in this edition)*



Ian Goldingham makes a 'point' to Jon Cooke.



The room was soon full of chatting and laughter.



More Anniversary Photos: Thanks to Bruce Goodall of the Hibiscus Coast Photography Club.

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1935 Packard: I 'think' that this belongs to ex-Branch Chairman Dallas McNeill.



Arnold Van Zon in his Packard. Rather a misty, dreamlike image here.

Phil Stenger's 1935 Chevrolet.



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:

May

May 14: Re-enactment of 1st ever North Shore Rally: Organised by Waitemata Branch. Start at Devonport Ferry Terminal @9.00am and finish at Warkworth/Wellsford branch for an early lunch. You MUST call Ian Goldingham on **09 445 8811** to book a place.

May 17: Auckland Branch Midweek Run: Meet at 9.30am for 10.00 departure from BP Service Centre, Southern Motorway. BYO Lunch and \$5.00 for donation to school hosting our lunch.

May 21: Club Run: Something different. Luxury coach trip to Waikato, visits to the fabulous Hamilton Gardens, a car collection and lunch at the Waikato VCC Branch.

June

June 14: Club AGM. 7.30pm.

June 18: Club Run: Shed/Collection run. Details to be confirmed.

June 21: Auckland Midweek: Northern start, Westgate Mall. Further details shortly.

July

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

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.

Such was the delight that we featured a Ford in last month's Focus on the Marque, that Mike Garner has sent me an article on the Ford V8 engine that built upon the Model A legacy.

Ford's Flathead V8 is the forefather to the entire American V8 scene, with its bang-for-buck performance at the time of its launch it was unlike anything else the world had ever seen. It was introduced in 1932 and designed for production by Carl Schmaltz, Ray Lard and Mil Zoerlein. The design was simple, with poured Babbitt style main bearings, 21 head studs, one belt for the generator and fan, and two water pumps.

The pioneering flathead V8s did have their flaws, though—cracking was common. As was oil starvation when turning the car around hard corners, leading to seized crankshaft bearings. Check out the timeline of the famed engine's production below.

1933: Aluminium heads and higher compression give an extra seven kilowatts of power, while ignition and cooling improvements help reliability.

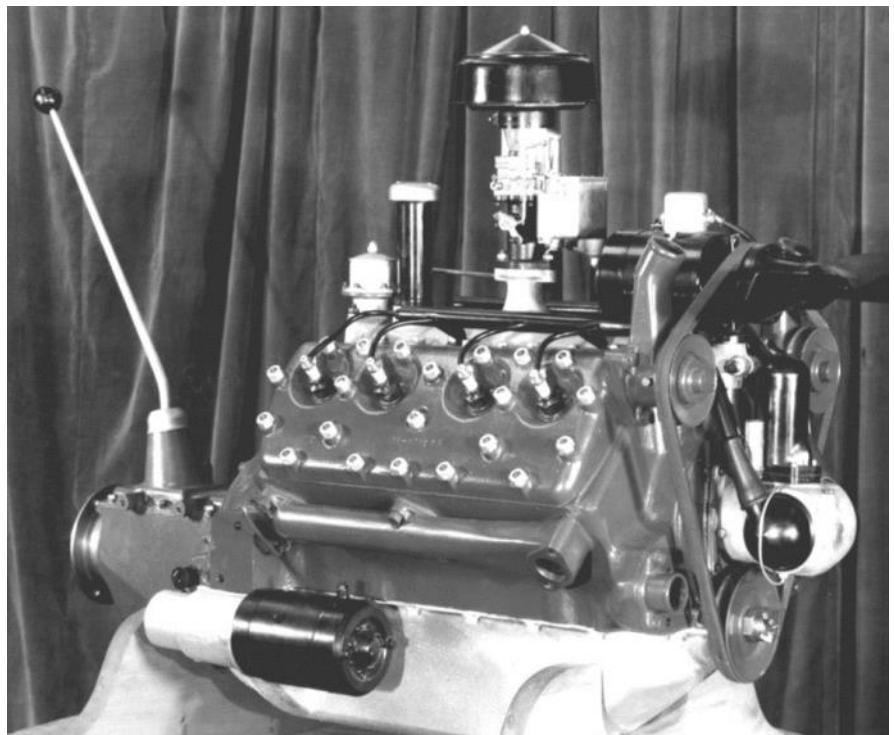
1934: New dual-downdraught Stromberg 40 carburettor and new intake manifold adds an further seven kilowatts. The bottom end no benefits from an industry-first; a cast alloy steel crankshaft.

1935: Carburettor replaced with Stromberg 48 and the camshaft updated. The engine design also benefitted from improved crankcase ventilation system.

1936: Carburettor changed once more, this time to Stromberg 97 on all V8-85 (85hp, 63kw) engines. Cooling capacity and radiator surface area increased, to aid with cooling. LB block engines separate main bearing inserts, while Babbitt bearing mains are retained on all other motors.

1937: The V8-60 enters production as a response to European displacement taxes and British taxes based on bore size. The V8-60 is notable by its 17 head studs, instead of 21. The V8-85 gains a larger water pump and main bearing inserts, as well as new cast alloy-steel dome top pistons.

1938: Ford switches to a Holley carburettor from the Stromberg 97.



1939: A Ford built dual downdraught carburettor helps pump the V8-85's torque output to 210 Nm. Head stud count is increased from 21 to 24 and the main journal size is once more increased. Mercury used an over-bored flathead, displacing 3.9 litres (239 cu in) which also gains a strengthened crank rods, and other internals.

1940: The V8-60's last production year. Ford produces ten alloy blocks for experimentation purposes.

1942: Power now rated at 67kw (90hp), despite no mechanical changes. Flat "crab" distributor cap with separate ignition coil introduced.

1943-45: Ford production diverted towards World War Two production. bearings, larger rod journal size, and pressurised cooling system. The "V" angle between valves (between driver and passenger side) is reduced from 101.5 degrees to 100 degrees, to reduce cracking. New one-piece distributor cap replaces old two-piece design. Fan shifted slightly upwards, to reduce water spray onto the engine in wet weather.

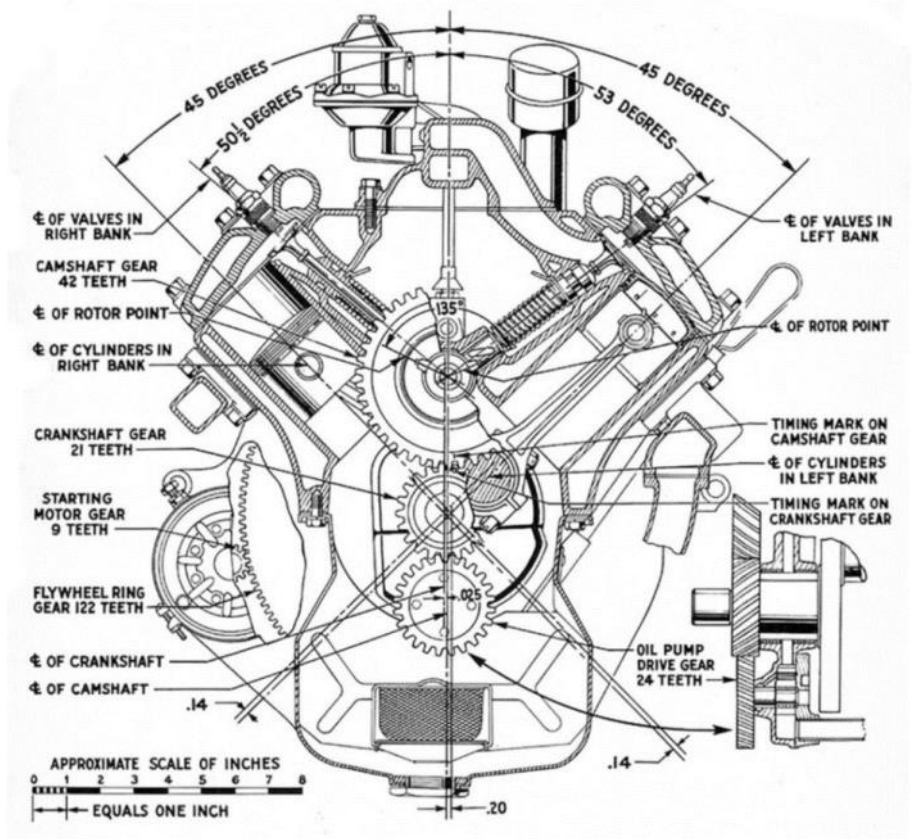
1948: New 5.5 litre (337ci) flathead introduced for F7 and F8 trucks.

1949: The 5.5 litre flatheads became available in the Lincoln range, with increased compression. Mercury V8 stroked, increasing power. Major mechanical revisions are also made in 1949. The bellhousing is now cast as a separate unit to the block. Oil pump and coolant systems are updated. Improvements are made to the valve guides, and intake and exhaust systems. Main bearings are upgraded, via stronger caps and improved webbing.

1950: Piston design revised to eliminate piston slap when cold, and cam-shaft revised to minimise tappet noise. Three bladed fan replaces old four blade design.

1952: Mercury 4.2 litre (255ci) flathead increase compression, taking power to 93kw (125hp). Revised cam profile takes F-series truck power rating to 79kw (106hp)

1953: Ford's 50th anniversary also marks the final year for the flathead V8 in the USA, replacing it with the overhead valve style Y-block.



April Run to Waimauku Dairy: Herd instinct is still apparent.

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We had a nice relaxed run to Waimauku and despite the threat of delays due to slips we all managed to arrive at the destination within 10 minutes of one another and moved into the dining room at Settlers Country Manor for a very pleasant lunch. There was a big wedding party booked into another part of the Manor at the same time and parking was a little crowded, but we all survived the stress and lived to tell the tale.

I don't go on many runs, so perhaps I shouldn't comment, but I was surprised at how quickly folks raced away in their efforts to keep up with the car ahead. Surely the whole point of these easy lunch runs is to enjoy the drive and scenery and not race away like van Gisbergen trying to catch the car ahead?

Andrew Lunt had his camera clicking away nicely as can be seen from the following shots.



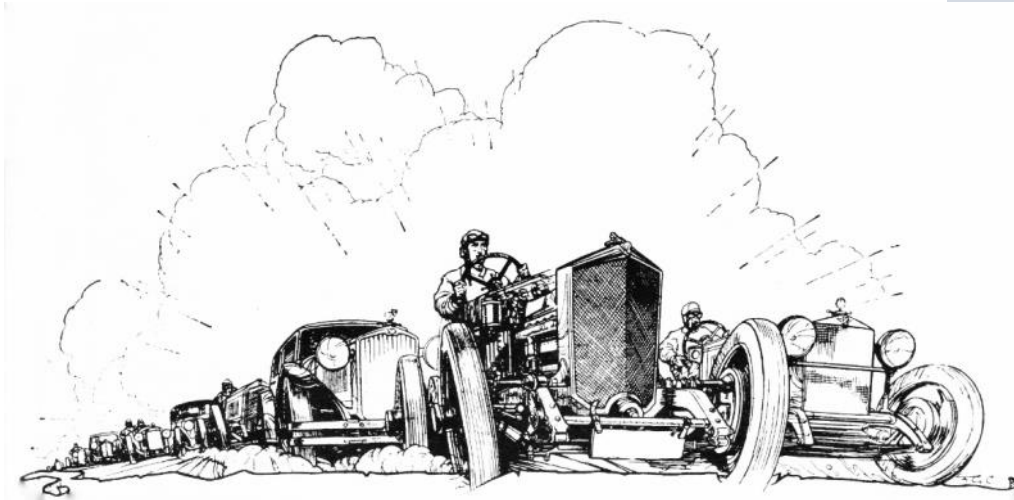
Peter Lloyd's powerful Mercury.



Here's just a few of the cars on the run together with a shot from the 'Pulpit' at the lunch location. Particular favourites of mine are the Packard with a glass bonnet ornament and the big 67 Oldsmobile that allegedly has a full size jacuzzi in the boot.

Re-enactment of the Inaugural Run: of the North Shore Branch on Sunday the 14th of May.

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Join us in a Tri Branch event, The original run was held on the 12th May 1973. Starting where it all began in Devonport at the Ferry Terminal. Rally starts at 9am to avoid the Peninsular congestion. It will cover that same route, a must for the historically inquisitive.

Attend this once in a half Century celebration of the renewal of vintage motoring, which led to the blossoming of the North Shore VCC and the flowering of Waitemata and Warkworth / Wellsford Branches. We all share the same start point in time some 50 years ago.

Finish will be at Parry Kauri Park, followed by a late morning tea /lunch courtesy of the Warkworth Wellsford Branch at their clubrooms at the end of Satellite Road, Warkworth.

Prizes may be awarded to the best attired in breath-taking style of NZVCC fashion in the early 1970's. You had to be there!

Please contact Ian Goldingham at goldie@kiwilink.co.nz or Ph 09 445 8811 if you are attending, for catering numbers please!

Real Estate Agent Centenary Celebrations: with 3,800 of their closest friends.

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Barfoot and Thompson recently celebrated 100 years in the business by hiring Ellerslie and hosting a black tie for 3,800 staff and friends. British Opera Star, Paul Potts, flew in to entertain the guests. A few of our members were invited along with their vehicles to help build the splendour of the event. In the photo below, we can see Arnold Van Zon's Packard outside the event and folks queuing to fill the cheap seats.



Like all 'staff' however our drivers were not invited to the top table and below we can see Gavin Welch, Arnold and John Castle discussing who is going to pop down the 'chippy' to get their dinner.



Our own Terry Costello was originally due to sing at the event but he tore a muscle earlier in the week. Terry however is still highly respected at Barfoot as we can see by the position of his photo on the boardroom wall at Barfoot HQ.

Around and about the club: Photos.

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Coxy up the scaffold.



Newer member Neil Frazer removes lead loading from the Jag



I think we have found a new "Body Man" !



David Lane fixing up the signposts.

Tony Sparkes, Club Chairman, rang the bell and everyone went immediately silent. “That never happens on Thursday mornings”, he commented. Tony opened by reading from the early minutes of a meeting of Auckland Branch members who voted to establish a separate North Shore Branch of the VCC. Forty members attended these early meetings and Tony picked out attendees Ian Goldingham and Keith Humphries from Waitemata Branch and our own Bob Fairbairn who were members of that visionary group of 40. Tony’s speech highlighted various landmarks in our history, from early meetings in Devonport, the move to Oteha valley through to our final move up to our current location. With each key event Tony highlighted vehicles that were introduced in the associated year. I found that bit of the speech slightly chilling as it



The chairman’s speech.



seemed like only yesterday that cars like the Allegro, Alfa 133 etc were launched.

As Tony neared the end of his speech, the caterers clattered the lid of a serving tray to remind us that dinner was served. Andrew had used these caterers before and I must say the food was delicious. Andrew guided each table up to the counter, where they were offered copious quantities of roasted chicken, beef or pork (all three, many times over if you wished). The meats were accompanied by delicious new potatoes and a wonderful selection of bread rolls and salads. I’m certain everyone went back twice and sometimes even three times.

Just as we thought it was safe to go back in the water, Tony rang the bell again. This time to present Angie and Roger Duke with their long service medals. Roger was ^(bullied) persuaded to say a few words: he was most gracious and congratulated the branch on growing and developing in a very positive manner. Just as all the guests were finishing their huge portions of roasted meats, Andrew started directing tables to come up again and “Hit the dessert table”. Another bountiful display of cheesecakes, chocolate gateaux, pavlovas and a fresh fruit salad. The rumour was that Mike Gregg proved that gravity is just a myth as he managed to stack a bowl of goodness way beyond the laws of physics. Good on you Mike! You were very welcome.



Irresistible desserts.



Allegedly Kelvin Hawke has a Pavlova addiction.



Long queues form behind Mary and Richard Lloyd.

Two old men sitting in deckchairs: The story continues.

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Jim Hefkey and Terry Costello take a breather on Anniversary Day.



Jim Masson and Andrew Lunt loiter in the kitchen.



Paul Collins and Owen Sturgess discussing Darwin's 'Origin of the Species'.

New Members: Ian Langley – Approved, Stuart Croxford – Approved, Wade Alexander - Approved

Morris 8: Booked in for WOF next Thursday. Now operational once again.

Bylaws Group: Progress is being made on the Branch Bylaws and Procedures. Issues such as Privacy, H & S, Complaint handling, Expense guidelines, donations to the club (eg cars), are all being considered. Many of the Branch rules to date have been passed by the committees over the years and are not readily available.

AGM: Notice of Annual General Meeting set for **Wednesday 14 June 2023** is being published. There is a need to seek a replacement chairman from the committee. Several members of the Branch have already expressed an interest in joining the committee.

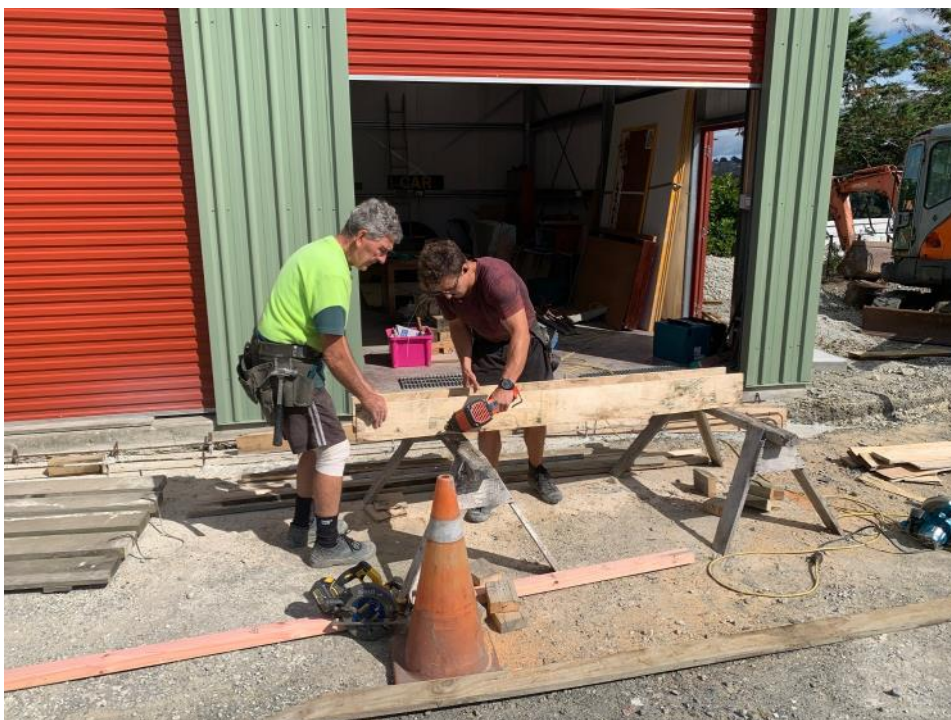
Club Land Sales: A proposal to sell off the lower section of the bottom paddock will be tabled at the AGM for discussion.

CCTV system and Building Security: Work on the CCTV system is still progressing. Dead locks have now been installed on all external doors and must be locked before members leave the clubrooms.

Concrete Apron: Concrete for the area between the Restoration Shed and the new shed has been approved and will be poured on Thursday, weather permitting.

The Lanchester: What should happen to the Lanchester? Restoration will be costly.

Formal Dinner: A short discussion took place about arrangements for the formal 50th Dinner.



Maurice Whitham and his son boxing in the drainage channel.

About Us

Progress
May 2023

Club Address: 40 Masons Rd, Albany, 0632

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

Website: www.northshorevcc.com

Club Nights: Every Wednesday from 7.30pm.

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

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

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

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

Club Committee

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

Vice-Chairman: Terry Flude: 021 958 678

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

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

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

John Higham 09-478-7973

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

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

Andrew Lunt: 0274 996 803

Barry Thompson 09-959-0206

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

Members' Garage Manager: Kevin Lord 09 413 9157

Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09947 3042

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

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