



North Shore
Vintage and
Classic Car Club
June

> 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
June 2025

What is this?



Erwin Wurm's Fat Car—a bloated, exaggerated Porsche—is a striking commentary on consumerism, excess, and materialism. By distorting the sleek, luxurious form of a Porsche into something grotesquely swollen, Wurm challenges the viewer to reconsider the relationship between wealth, status, and indulgence. The piece humorously critiques the obsession with possessions and the way society equates success with material accumulation. Displayed at the Museum of Old and New Art (MONA) in Hobart, Australia, the sculpture fits perfectly within the museum's provocative and unconventional approach to art.

MONA is known for pushing boundaries, and Fat Car is no exception—it forces us to confront the absurdity of unchecked consumption while maintaining a playful, almost cartoonish aesthetic. Would you say it makes you rethink luxury and excess, or do you see it differently?

Hi all

As we roll into the winter months, the enthusiasm within our club remains as strong as ever. May brought us some fantastic runs, and June promises even more opportunities to hit the road in style.

Mark your calendars! Our next few runs will showcase stunning routes and great company. Whether you're an experienced member or a newcomer, these events offer a fantastic way to enjoy the Veteran, Vintage and Classic motoring experience. Stay tuned for full details in our club newsletters and emails!

Get Involved! One of the most important events of the year is upon us—our Annual General Meeting . This is your chance to have a say in the future direction of our club, elect new officers, and ensure that our events continue to run smoothly.

We have several key positions that need to be filled, and we encourage members to step up. If you've ever thought about contributing to the club in a more official capacity, now is the perfect time to get involved. Please reach out if you're interested!

As always, the strength of our club lies in the members, their passion, and the fantastic vintage and classic vehicles we are privileged to preserve and enjoy. Whether you're attending an upcoming run, considering a committee role, or simply catching up with fellow enthusiasts over a coffee, we look forward to seeing you in the month ahead.

Share Your Story – Bringing Local Club Content to Life. We all have a story about how we fell in love with cars. Maybe it was a childhood memory, a restoration journey, or a chance encounter with a classic beauty that ignited the passion. Whatever your story, we'd love to hear it! We're looking to feature members and their cars—how you got interested, your restoration adventures, the moments that made your journey special. The more personal and local club content we can include, the better!

In addition, if you're involved in the club—whether organizing events, managing projects, or lending a hand behind the scenes—we want to showcase **what you do and how you contribute to keeping our club thriving**. Tell us about the projects you're working on, the challenges, the successes, and anything you've done that would be of interest to fellow members. Send to wadeyboy@xtra.co.nz

I am pleased to say I have some members who have come forward with items. Thank you. Thank You to outgoing Committee members for all you have done. Until next time, happy motoring! From your Editor, Wade

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Chairman's Report: John Higham. June 2025.

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Hello Members,

This is the final Progress magazine and thus final Chairman's Report before the Annual General Meeting. Members should be receiving the various reports that will be addressed at the AGM by separate attachment to their Progress magazine or by special distribution prior to the meeting. Please take the time to read those before coming to the AGM as they will not be read out in full at that time, but rather "taken as read".

We have several new nominees standing for election to the committee and designated positions. We thank those members for making themselves available to serve the Branch. A reminder that the election of each candidate will be voted on independently and you will be free to vote for, or decline, as you prefer. Of course you need to be in attendance on the night, as no proxy voting is permitted.

If you wish to have your say in how the Branch is run, then please attend the AGM and make your vote count!

John Higham

Days of future past

We managed to get the flux capacitor working recently and popped back in time to 1981 to grab a few photos.

Ray Urbahns Morris Minor and Ross Moon in something Japanese.



NOTES OF COMMITTEE MEETING

26 May 2025



New Members: Adrian Krz, Taffy Sully, Colin Mitten

Notes: **Treasurer changeover** – New Treasurer needs time to arrange bank details etc and the outgoing Treasurer to remain to assist with the han

AGM Door checks – Members will be checked at the door prior to the AGM against the current membership list for voting purposes. Three scrutineers will be appointed for vote counting and a voting form will be distributed on the night. There are a total of 16 members standing for committee including the official positions such as Chairman/Treasurer etc.

Keys – The distribution of Clubroom keys will be reviewed by the incoming committee.

Suggestion Box - Reminder to have it cleared on a regular basis. A number of members have already taken advantage of the new Suggestion Box.

Clubroom bookings are to be done through the Treasurer in future to ensure appropriate invoices are issued.

A Special Vote of thanks from the Chairman John Higham to Tony Sparkes as Delegate, Ross Moon as Treasurer, and J. Liu as a committee member, and last but not least, John Castle as Club Captain, who are in the main leaving the committee (Tony being the exception)

Upcoming Events

North Shore VCC Club Captain's Report – May 2025



Coming Club Events

11th June (Wednesday) - AGM details and agenda to be sent out.

18th June (Wednesday)- power point presentation by a representative from the organising committee of the 2026 International Festival Of Historic Motoring so make an effort to come along and learn what is planned. A separate flyer will be sent to members.

22nd June – Club Run starting from the Clubrooms to the Navy Museum in Devonport (organised by Wade & Tricia Alexander) Flyer to come.

20th July – Club Run mildly competitive out west with pub lunch organised by Russell Ness & John Castle.

24th August (Sunday) – Daffodil Rally for Cancer in conjunction with Waitemata, Wellsford/Warkworth branches.

This will start from our Club rooms with details to be advised.

19/20/21st September – Spring Tour to Napier organised by Paul Collins

19th October – to be organised, any ideas, anyone want to co-ordinate

Other Events

5th – 6th July - Winter Woollies Wander organised by Wellsford/Warkworth Club
Contact Leon Salt 0274238122

10th, 11th & 12th October - VCC Canterbury Swap Meet , McLean's Island, Christchurch.

Other

The White board has been installed in the club rooms so take the time to check for Coming Events.

Don't forget we have the Morris 8 and Chevrolet cars both available for use by members.

Regular Diary

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

Library: 9-12 am Tuesdays and Thursday

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

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

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

And remember...International Festival of Historic Motoring: Nelson 15-21 March 2026

June's Run North Shore VCC Club

Join Us at the North Shore VCC Club rooms at 0930 hours

We will make use of the club rooms for Morning tea.

Your organisers will put their chef hats on and make date scones to have with your coffee.

Then we will meander through the bays ,in a roundabout way, arriving at the New Zealand Navy Museum in Torpedo Bay.

There we will take a journey through the memories, perils, loss, triumphs and humour of the men and women who served-and continue to serve- this country on the Ocean waves.

This is a self guided tour but a staff member will be with us to answer questions and entry fee is free but donations graciously accepted.

On completion lunch is available at Torpedo Bay Cafe and from there you may want to journey through Devonport on your way elsewhere.

Organisers Wade & Tricia Alexander

Ph : 0272722130 email : wadeyboy@xtra.co.nz

I told my car a joke; it crashed into laughter!
I didn't hit the brakes, I just hit the punchline!
My sense of humor? Total wreck, but in the best way possible!
When life gives you traffic jams, make pun-sauce!
Car's totaled, but my jokes are still in mint condition!
I crashed into the joke; now my bumper's sore!
Looks like I'm a hit both on the road and with these puns!

Upcoming Events

continued

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The Vero International Festival of Historic Motoring

Presented by: Ray Robertson- Festival Director

Where: North Shore Branch Club Rooms

40 Masons Road, Albany

When: Wednesday 18th June, 7.30 p.m.

Or at

Where: Auckland Branch Club Rooms

39 Fairfax Avenue, Penrose

When: Thursday 19th June, 7.30 p.m

Come and learn more about the festival, an opportunity to connect with fellow car enthusiasts!



Mangawhai Meandering 18th May

By Barb Stubbs and Julie Croft

Sunday's meander to Mangawhai was a really great day, avoiding the rain, attracting 19 cars of many makes and models and 37 eager members! Such a great turnout for a club event, enjoying a leisurely and picturesque journey to visit the local museum at Mangawhai and the wonderfully rescued and partially restored ship the "Daring". This ship is one of the oldest and most intact ships of its age, era and type in the world.

Everyone found the museum and ship extremely interesting and well worth the visit.

Following the Museum visit, it was off to the Mangawhai Tavern for lunch where everyone enjoyed good food and banter with fabulous views over the Mangawhai Estuary.

A great day, enjoyed by all, a fabulous way to spend a leisurely Sunday. Thanks to all who came and thoroughly enjoyed the day.

Barb Stubbs and Julie Croft



Have lens will snap: Captured by Terry Costello.



Gavin repairing the Chrysler



Chrysler dash



Chrysler



BSA bits to go



Bob on the hacksaw



More fettling

Have lens will snap: Captured by Terry Costello.- Continued



Jim rebuilding a seat



Jim on upholstery



BSA engine clean up



Peter's HR Holden



BSA internals



Repositioning the Singer

Have lens will snap: Captured by Terry Costello.- Continued



Neil services parts washer



Gerald loves lawn mowing



Tow truck comes back in restoration shed



Bob and Tony work on a BSA steering box

Project Vehicles Update.



By Clive Sandham & Stuart Battersby

Bedford Tow Truck Update



Further to the article last month we've spent some more time investigating how to get the truck back on the road.

Following on from a suggestion by Peter Lloyd, We have had a number of conversations with NZTA in Palmerston North and VTNZ North Shore on the subject of whether the truck is a heavy vehicle (needing a CoF) or a light vehicle needing a WoF. It took a while to get a full understanding of the rules and in particular the meaning of *Commercial* (as in commercial

vehicle) *GVM* (Gross Vehicle Mass).

Commercial in this context and as far as NZTA are concerned means "For gain or reward". The NZTA website is confusing slightly in that as an example of a "commercial" vehicle it suggests that all Taxis, Buses, Delivery Trucks and Tow Trucks are commercial vehicles and therefore require a CoF. In discussions with NZTA they have confirmed that this list of vehicle types are purely examples of what could be classed as commercial. Our Bedford will never be used for Gain or Reward and thus we move onto the second criteria which is GVM.

GVM (Gross Vehicle Mass) is the maximum allowed laden weight of the vehicle. This figure is usually set based upon the chassis rating as manufactured and then usually fixed for the life of the vehicle. If that weight is greater than 3,500kg then regardless of the "Gain or Reward" clause it would be classified as a Heavy (C.o.F) vehicle.

The upshot of all this is we must research the history and original registered GVM of the chassis and try and find the 1948 statement relevant to our truck. There are some possibilities to negotiate an exemption should the data go against us.

The Light Vehicle Repair Certifier has explained how to fix the potential chassis issue if we get a 'Light Vehicle' decision. That 'fix' is a lot simpler than the equivalent repair if the vehicle ends up being classified as a heavy. Fingers crossed.

Project Vehicles Update.continued

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By Clive Sandham & Stuart Batterby

Willys Whippet Update



“Hot Riveting” will be the focus of the next week or two. The new chassis cross member is in place and fixed with bolts now. Bruce and Ian have been practicing their hot riveting skills and are now confident to start putting the front end together. Hot Riveting is DAMN NOISY so mind your ears if you want to watch!

Panel and door alignment continues to make progress but it is a frustrating operation as one small adjustment here creates a bigger problem elsewhere, nonetheless we are getting there. We hit a minor problem when adjusting one of the doors, when we discovered a shattered framing strut. Thanks to John Ellis for coming to the rescue and preparing and fitting a frame repair.

The BSA Van - Clive and John have all but finished the woodwork on the firewall, doors and body shell.



John Ellis has repaired the dashboard to keep the original wood

The new chassis was a little more corroded than expected and a decision was made to use our original BSA chassis as the inspector was happy with the repairs.

On stripping the new differential it's clear that the axles splines etc are in better condition. The Steering box, Wheels brake shoes all usable making the new BSA well

worth the purchase

Our original BSA camshaft is very worn and so we are stripping the new '10' engine for parts

On receiving the new parts we were mystified as the engine, Grill and bits appeared different. We then discovered a badge with 'Daimler BSA' making an extremely rare find as it was only made briefly as a 10hp BSA Daimler model 125 then dropped.



Temu \$23 Digital Radio Upgrade

An article by Ferguson Marconi

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Traditionalists will probably be tut-tutting about this but I have recently upgraded the sound system in my 70s classic. I now have a Bluetooth enabled digital FM radio, MP3 Player, USB Charger and phone speaker system gracefully fitted into the centre console.



olde AWA unit.

The original AWA Clarion radio, whilst transistorised, had an analogue tuner, twirly knobs and no means of storing stations. Practically impossible (and dangerous) switch on and tune whilst driving an older car. I thought perhaps it might be worth an experiment and so started to explore Temu (Love it or hate it!).

The unit is a single 1-Din size (i.e. single depth) and slotted easily into the existing aperture. The original AWA unit weighs about 4 times the new unit and it feels a lot less substantial, but the sound itself is much clearer, which is probably down to the automatic digital tuning rather than the 'shaky finger' manual tuning on the original.

The installation was comparatively easy (once I had interpreted the cryptic, poorly translated instructions). All connections were colour-coded and easy to connect. I must admit I didn't really get the point of two input power feeds until

I realised that the unswitched constant feed is required to supply the 'memory' of the unit. Initially without the constant feed the new radio would reset every time I turned off the ignition. So each time I turned it on again the clock would start from midnight, the volume would blow my ears off and all saved stations would need retuning. It was a simple job however to pull the unit forward and find a constant live power source to connect.

As you can see from the photo, the radio looks the part. Displays are red LEDs which work well. There are no flashing blue strobe lights on this model. I have no idea if there is any demand for an 80s AWA Clarion radio, but I will donate it into spares, in case anyone wants it.

PS: Stairway Heaven rocks on my Temu!!



1937 Chrysler Cabriolet -Kelvin Hawke

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1937 Chrysler Cabriolet (New Zealand new) which I have owned for nineteen years, has a 3302 cc engine, 3 speed gearbox with overdrive, very comfortable to drive on the open road at 55mph. According to information from the Plymouth Club in America the car still has the original engine. As of 1987 it is possible there were only 3 of this model left in NZ and nineteen world wide.



The owner of the car in 1960 was John Rendall who lives in Gore and whilst he had it it was painted black, previously before being in Gore the car was in Queenstown. John sold the car to Frank Cronin about 1963 who had S/H shops.

He was the person who took the car to Christchurch. During his ownership, possibly, the photo of the guys sitting on it were from the Matura freezing works were taken as well as the 2 black and white photos from the early 60s showing the car had been painted black (originally white).



1937 Chrysler Cabriolet -Kelvin Hawke

continued



years before when it was in 1000 pieces and selling for \$2300. The new owner at that time had a panel beater repair the bodywork, who did a good job however the mechanicals were left basically as they were when he got the car. John paid the \$5000 and trailered it home and after spending 4 years and many 1000's of dollars on it, overhauling it got a WOF first time and had it ready in time to do the Pan Pacific Rally. Reading the item it seems like nothing was missed out in getting loving attention.

It has being in many car rallies i.e. Winter Woolies, Waikato double 50 and Art Deco several times. The photo also shows a 1935—36 Morris 8 Sports in the background. I wonder if it's my other pride and joy. Where possible I carry out my own repairs and maintenance, the garage is my happy place.



Editor note: I acknowledge with thanks some of the info and photos from edition #168, October-November ,Beaded Wheels

How Chevs came into my life

- Jim Drummond

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Chevs first came into my life when I was aged about seven, when in 1946 Dad sold our 1929 wooden spoked wheel Plymouth and bought a 1936 4 door Chev. The 36 did lots of trips from central Hawkes Bay, where we lived, to Auckland seeing relatives.

We bought a farm in Whenuapai in 1952. I learnt to drive the 36 Chev and at 15 years old and 1 week I got my driver's licence in it. In 1958 the 36 Chev was passed down to my sister and Dad purchased a 53 Chev which was more modern and comfortable. In 1962, my mate and I, in two trips, went from the North Cape to the Bluff, three weeks of touring the South Island, no trouble at all.

My father being a mechanic, serviced a 1927 Capital 4 door Chev belonging to old Bill Capes, the only owner. Bill was a retired Market gardener from Rosebank Road, New Lynn. Dad said to him, "if you ever want to sell the Chev we will buy it. In 1961, Bill came and said to Dad, "if you want to buy the Chev, it's yours for £50.00. So with £25.00 each we bought it.

It was used as a spare car for my trusty 52 Ford Prefect and Dad going to work. By 1972, it needed some loving care, so a full restore was decided on. Purchased a band saw for the wood work and hand welding equipment etc. All wood that needed replacing was done. Mechanics and panel work were done as well as being completely reupholstered and painted. It then add a new life and much in demand as a wedding car for my two daughters and daughter in law, plus many other friends and family.

In 1973, I was a Service Manager in a General Motors garage and serviced a one owner 1938 Chev. When the owner died, his son came to me for advice on selling the 38, as the 27 had been sold, and he wanted the 38 to go



How Chevs came into my life

- Jim Drummond continued

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to a good home. So I bought it, I used it as a spare car. I intended to do a full restoration on it but business and family pressure prevented this. So in August 2015, I received an offer I could not refuse and sold it.

By then traffic had got to the stage. The 27 four door Capitol Chevy with top speed of 35-40 miles/hour was too slow and held up the traffic. So I sold it too and purchased from Brian Cullen, a 1952 Chev in July 2016 which I still own but it will be my very last Chev.

Just on a side note , here is a photo of the causeway at Herald Island when it was created. My father bought several sections here and whenever he wanted something like a holiday he would sell one off to finance his desire.

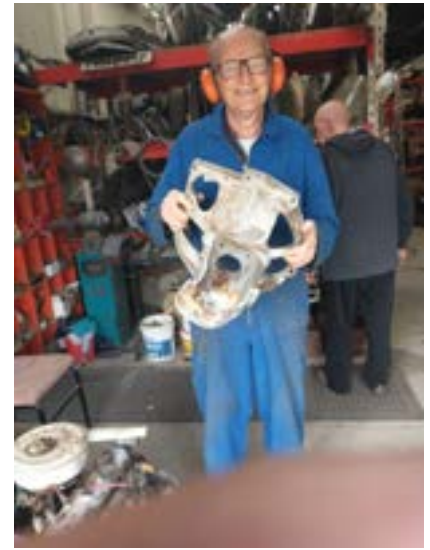


Arnold looking very relaxed as he ponders his next bike tour that will be for three months. We wish him and his wife well. Plenty of adventures and look forward to hearing about it all when he gets back.

Walk into NSVCC on a Thursday Morning

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I wander through the gate on a Thursday morning , on my left is the parts shed. What's happening here , Arnold is holding the crowbar while David smashes out of the part they are trying to separate with the big hammer. Few more hits and things fly, I mean come apart all in the name of saving parts for sale and making money from scrap metal which helps for running the club.



So this is where the guys are looking for the part they want plenty to search through. Worth trying to look through this shed if you are after something and always someone who is willing to give you advice or direct you in the right direction.

We move onto the next shed but whoops, the doors are closed. Well we won't be looking in there.



Hang on there is a side door , it's open let's go see what we can find. There is action here today , we have the upholsterers busy at work , deeply in thought, putting thoughts into action, wood work done, springs in place , padding stapled in place and leather over top, quietly working away.

Walk into NSVCC on a Thursday Morning continued

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Time to move on, morning ticking on. What's next, the tool shed?



Well some things are happening here. Ah ha a lesson in hot riveting but what happened to my photo of the man with the gas torch heating up the rivet before the guy with the pneumatic hammer to finish the job.

This is something new to me , I want to learn more but these guys are on to it



Walk into NSVCC on a Thursday

Morning Continued



At the end of this shed is parked the Willys which is getting the wood in the doors restored , good job someone knows how to do it. The Willys has come on a bit further since I last saw it, blocks have been put into place to get body to fit in place so things sit all correctly.

In the BSA ,well do we call this the service shed, we are stripping the parts this one to go into our BSA where they be used.

From here we went onto our Museum and our curator was asked what was her most interesting thing of the last month. The MG mirror. Oops this might give away the anonymous author of this item. This man is everyone's friend and needed by everyone with his trusty steed.

Well time to move on, especially seeing its 1030 and what a hard morning I have had. Got my gold coin, well

actually silver coin and probably not quite enough but will give extra next week. Thirty or more people, roughly, sitting around the tables , enjoying a natter and the savouries and cake. Thanks to these folk.



the
of
can



Looks like we have an actress amongst

us. Well time to move on , just a quick nip into the Library before I go home . Phew what a morning. My contribution for the day.

Coventry-Eagle, British bicycle and motorcycle manufacturer.

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Coventry Eagle bicycle.



1920 Coventry-Eagle with 2.75 hp JAP four-stroke engine



Rider on a Coventry-Eagle in, Australia, circa 1935. The machine has a pressed steel frame; Villiers two-stroke engine; and twin exhausts.

Coventry-Eagle was a British bicycle and motorcycle manufacturer. Established as a Victorian bicycle maker, the company began under the name of Hotchkiss, Mayo & Meek. The company name was changed to Coventry Eagle in 1897 when John Meek left the company. By 1898 they had begun to experiment with motorised vehicles and by 1899, had produced their first motorcycle. The motorcycles were hand built from components and finished carefully, Coventry-Eagle motorcycles proved reliable and by the First World War the range included Villiers Engineering and JAP engines. In the early 1920s, Coventry-Eagle changed its models, depending on what engines were available. It was swapped between five engine manufacturers: Villiers; JAP; Sturmey-Archer; Blackburne; and Matchless. The model Flying 8 bore a resemblance to the contemporary Brough Superior. In 1923 a sporting model with JAP V-twin engine was marketed, the "Flying-8". With its 980 cc JAP V-twin engine and muscular good looks, this model became a worthy rival for the Brough Superior and a formidable Brooklands racing machine. In 1926 the side valve version was joined by a new overhead-valve engined Flying-8, again JAP powered. In the 1930s they had launched a range of sporting bikes under the "Falcon" brand. After the war, and not of a scale to continue competitive motorcycle manufacture, the company concentrated on their racing bicycles. It was under this marque that the company relaunched itself as Falcon Cycles, now a division of Tandem Group.



Coventry-Eagle 1925 "Flying-8" 980cc JAP side valve V-twin combination



1935 Duesenberg SJ Mormon Meteor

Speedster The *Mormon Meteor I* and *III* were two race cars built in the 1930s by American driver Ab Jenkins. They were customized Duesenberg cars, and set several land speed record cars. The *Duesenberg Special* was a one-off speed record car. It was built in 1935 on a supercharged Duesenberg Model J rolling chassis with a standard wheelbase of 142.5 in (3,620 mm), a dropped front axle, 18 in (457 mm) wheels instead of the standard 19 in (483 mm) wheels, and a non-standard 3:1 rear axle ratio. The engine was highly tuned by August Duesenberg, with the compression ratio raised to 7.5:1 and different engine bearings being used. High performance parts developed for the

Special, especially the "ram's horn" twin-carburetor inlet manifold, would be used on later supercharged Js (or "SJ"s as they were called by the public).



The **1941 Horch 853 Sport Cabriolet** is an elegant pre-war luxury car, but an unusual fire truck conversion of this model exists! Originally designed as a high-end cabriolet, the Horch 853 featured a **4.9L straight-8 engine** and was known for its sleek styling and craftsmanship.

The fire truck conversion appears to have been done post-war, possibly in **Czechoslovakia around 1945**. The modifications included adding firefighting equipment while retaining much of the original car's design, making it one of the most unique fire trucks ever created.



The 1955 Mercedes-Benz 300 SLR Uhlenhaut Coupé is one of the most legendary cars in automotive history. It was based on the Mercedes-Benz W196 Formula One car, but with a 3.0L straight-eight engine, making it one of the fastest road-legal cars of its time, capable of reaching 290 km/h (180 mph).

Only two of these coupés were ever built, and they were named after Rudolf Uhlenhaut, the chief engineer at Mercedes-Benz. He even used one as his personal car! The Uhlenhaut Coupé was considered a masterpiece of engineering and design, often described as "the most beautiful car in the world".

In May 2022, one of these rare cars was auctioned for a staggering €135 million, making it the most expensive car ever sold



The 1954 Studebaker Commander Regal Conestoga Wagon was a rare and stylish two-door station wagon introduced by Studebaker as part of its post-war lineup. It was built on a 116.5-inch wheelbase chassis and came in Deluxe and Regal trim levels.

The Commander version featured a 232-cubic-inch V8 engine producing 127 horsepower, paired with a three-speed manual transmission with overdrive. The Regal trim included additional exterior detailing, such as rub molding along the body, which distinguished it from the Deluxe variant.

Only 2,878 Regal Conestogas were produced, making them quite rare today

History-Timeline: An American marque

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Duesenberg Automobile & Motors Company, Inc., founded in 1920 by brothers Fred and August Duesenberg, was an American manufacturer of racing and luxury cars. It pioneered the straight-eight engine and four-wheel hydraulic brakes. A Duesenberg won the 1921 French Grand Prix—the first American car to do so—and dominated the Indianapolis 500 in the 1920s. The company was acquired by Errett Lobban Cord in 1926 and dissolved in 1937.



Brothers August (Augie) and Fred Duesenberg.

Fred and August Duesenberg began designing engines in the early 1900s, founding the Mason Motor Car Company in 1906, later renamed Maytag-Mason Automobile Company. After selling their stake in 1912, they moved to Saint Paul, Minnesota, and established Duesenberg Motors in 1913, focusing on race cars. Their cars competed in the Indianapolis 500, and during World War I, they built aircraft engines.



1923 Duesenberg Model A touring car at the Louwman Museum

In 1920, they founded Duesenberg Automobile & Motors Company in Indianapolis, producing the Model A, the first American car with four-wheel hydraulic brakes. Duesenberg race cars excelled in the 1920s, winning the 1921 French Grand Prix and multiple Indianapolis 500s. Financial struggles led to Errett Lobban Cord acquiring the company in 1926, leading to the creation of the luxurious Duesenberg Model J in 1929.

Duesenberg became one of the most prestigious American car brands, favored by celebrities and royalty. The company was dissolved in 1937, with the last original Duesenberg car completed in 1940.

Several attempts were made to revive the Duesenberg brand, but none succeeded. August Duesenberg tried in 1947, followed by his son Fritz and designer Virgil Exner in 1966, producing only one concept car. In 1970, Bernard Miller bought the company and planned to produce over 300 SSJ models, but only eight were completed by 1974.



1930 J Walker La Grande Torpedo Phaeton



Model J engine

History-Timeline: An American marque

continued

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Duesenberg II emerged in 1978, produced by Elite Heritage Motors. The handmade cars retained classic styling but incorporated modern updates. Over 67 cars were built before the company closed in 2001.

Duesenberg Custom Coach attempted a revival in 1996, designing the radical Torpedo Coupe with an innovative Cylindrical Energy Module (CEM) engine and Bose electromagnetic suspension, but the project never materialized.

The original Duesenberg Model A (1921–1927) introduced the straight-eight engine and four-wheel hydraulic brakes but faced production delays. The Model X (1926–1927) was a sportier, more powerful version, with only 13 units built.

The Model J (1928–1937) set new automotive standards with a 265-horsepower engine, luxurious coach-built designs, and celebrity owners. The supercharged SJ reached 135–140 mph, and only 36 were made. The SSJ, a shortened high-performance version, was owned by Gary Cooper and Clark Gable—Cooper's SSJ later sold for \$22 million in 2018.

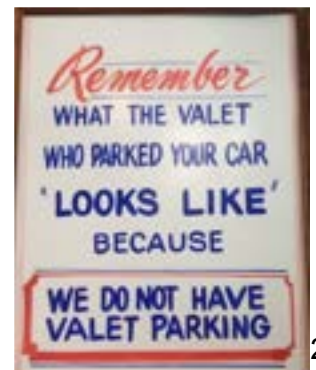


The Murphy Special, in which Jimmy Murphy won the 1921 French Grand Prix and the 1922 Indianapolis 500



Half a share, issued in June 1921

The 1922 Indianapolis 500 was won by Jimmy Murphy, who started from pole position and led 153 laps. His victory marked the first time a driver won the race from pole. Murphy drove a Duesenberg with a Miller straight-eight engine, achieving an average speed of 94.484 mph (152.057 km/h)



About Us

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

James Liu: 021 0274 4158

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120 or 09 420 4094

Arnold Van Zon: 09 473 5750 or 027 2765336

OTHER CLUB OFFICERS (Non Committee)

Editor Progress Magazine: Wade Alexander: 027 272 2130 or wadeyboy@xtra.co.nz

Members' Garage Manager: Kevin Lord 027 235 0142 or kruizn@xtra.co.nz

Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09 947 3042