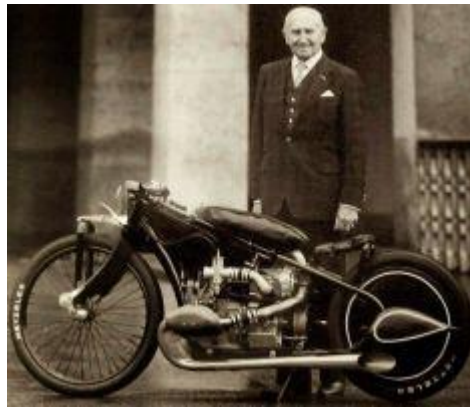




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Progress: The monthly journal of the North Shore Vintage and Classic Car Club April 2025

What is this?



1929 BMW Supercharger.
Ernst Henne's Supercharged BMW R37

In 1928 a man named Ernst Henne bought a BMW R37, he then took it apart and threw most of the bits away. Once he had the bike back to its bare essentials he set about building one of the most successful record breaking motorcycles ever built. All in all, Ernst Henne's BMW took 76 world records with the bike staying in a state of active development for 6 years between 1929 and 1935. In '29 he set the fastest ever recorded speed for a motorcycle at a blistering pace of 216.75 km/h (134.68 miles/hours), by '35 Henne had developed the bike to the point he set an all new motorcycle world speed record of 256 km/h (159.07 miles/hour). That's fast by today's standards and he did it all in a backyard shed before the start of WW2.

The BMW R37 had a twin cylinder engine in a boxer configuration, the total capacity was 749cc and the bore/stroke was 83mm/68 mm. It's estimated that with the supercharger installed, the engine was producing 100+hp, a staggeringly high number in 1929 and significantly higher than almost any road car of the era

What do you call a funny motorbike?
A Yamahahaha!

What kind of car does a Jedi drive?
A Toy-Yoda.

Where do Volkswagens go when they get old?
The old Volks home.

A cowboy walks into a German car showroom and says: 'Audi!'

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Below are two photos, taken at the open day, I believe, by a member of the Hibiscus Photography Club. Are they not stunning, been able to get the right angles, light in right spot



In Memory Warren Tait

Just to advise you that Warren passed away on Saturday 29th March after battling with throat cancer.

Warren was a newish VCC member and also a member of The Ford Model A Club.

Warren donated some items to the museum last year.

His Funeral was on the

Thursday 3rd April at 2.30pm at Dils in Schnapper Rock Rd , Albany

We offer our condolences to Jan his wife and Family

Chairman's Report: John Higham. March 2025.

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Hello Members,

What a success the Open Day on 23 March 2025 was! Sunshine, very little wind, and a great turnout of vehicles. And a standout was the Dennis Bus out of the shed and on display. Thank you to the organisers and everyone who assisted in preparation and on the day.

The Branch Annual General Meeting is coming up in June. The Branch doesn't run on its own! It needs management input by the members. Please consider doing your bit by coming onto the committee. Talk to a committee member if you are interested.

We are getting large members turning out on Thursday mornings, and the Tuesday morning group attendance is growing. Our convenors are planning more events for Wednesday nights, so please support their efforts. Membership enquiries are steady and the Open Day certainly sparks a bit of extra interest. The Branch is in good heart.

As always the committee relies on feedback from members, both positive and negative, and any ideas and suggestions are welcome.

John Higham

Editor's Note - we now have a Suggestions Box on the bar in the clubhouse, so please feel free to use it .



Open Day March 2025

Committee Meeting Notes: Precis of March 2025

Committee Meeting from Maurice Whitham.

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NOTES OF COMMITTEE MEETING 31 March 2025

New Members: Tim Costar, Nigel Grace, Jim Corbett, Ben Craig & Roger Recordon

Welcome to all our new members, this is the largest number of new members in any single month.

Notes: -

New ropes for flag poles – New ropes required for the flagpoles.

BSA van parts – There is a possibility of purchasing additional parts for the BSA van – currently being negotiated.

Life membership – The question of Branch Life Membership was discussed however due to inability to impartially make appointments with many older members having made considerable contributions to the Branch, it was decided by the committee not to re-institute Life Memberships.

Lanchester – A suggestion has been made that the committee has been too negative over the Lanchester. Consideration was given to appointing an independent consultant, however, may still end up the same result. It was decided that the committee will wait until the survey is complete, maybe in a couple of weeks' time.

Willys Overland budget – A budget has yet to be finalised for the restoration costs for Willys Overland. The original estimate seems high but the amount to be spent on the engine is still undetermined. The other high cost is for the upholstery.

Curry Night – This was briefly discussed. Commences 6.30 p.m. Wednesday 23 April 2025.

Swap meet – The question of a mini swap meet was discussed, being one element added to the Open Day. Maybe down the fence line?

Bedford tow truck – Requirement to have two new chassis rails installed. The budget needs to be finalised. Although the work is mostly labour to remove the body etc off the chassis, some members are keen to get this work underway.

Shade trees down Masons Road? This matter is to be discussed further.

Joining Fees - New members looking online need to be able to access joining and annual fees, and the need to select Branch 13. Nothing on the website nor on the Head Office website. Matter being followed up.



Executive Meeting Delegates Report from Tony Sparkes

Delegate's Report March 2025

I attended the March Executive meeting in Christchurch.

There was a presentation from NZTA which was very positive about certification and re-registration of our vehicles. The main message was repeatedly, get the local certifiers involved as early as possible. Gather as much evidence of the vehicle's history as possible. Take 'photos of it before it comes out of the barn etc etc. Build the story of its origins. Auction house receipts are valid as proof of ownership.

Wellington branch raised a question about the new National HQ buildings. They are slightly out from the centre with a separate building for the archives. It is on two titles, so if the club shrinks in time, one title could be sold off to alleviate costs. All in all, a long search but the final choice was worth it.

There was a discussion about the proposed Constitution. Some items were modified for the final draft. There will be a letter coming out with the final draft to all VCCNZ members before the AGM and all members may vote. 75% of those that vote must be for the new Constitution for it to be adopted. Your Committee unanimously voted that I should oppose the draft at the Executive meeting. It was voted in. Our Chairman outlined some thoughts in his last Progress report as I have done previously. I will outline some points again when the Draft is issued to you all.

Gary Jackson, from Federation of Motor Clubs, reported positive vibes for the adoption of 12-month WOFs for our cars and Campervans. There is a proposal for no WOFs for veteran cars. It was discussed and concluded that it should be every three years, as that would fit on the current stickers. It also made sure that things like tyres were being checked.

There was a discussion about free adverts for major events in Beaded Wheels. There are already some free adverts for some events. However, if a Branch wishes to promote an event, send in the details to National and they will distribute to the Branches.

There was a vote on whether the March Executive Committee meeting should revert back to a one-day event, carried.

Ian Goldingham, Waitemata Branch, requested that members look out for NZ motor-ing books for the Archive. Especially when dealing with deceased estates.

That covers the most important matters. Once again, if anyone wants more information about any of these items, especially the Constitution, please contact me.

Tony Sparkes

North Shore VCC Club Captains Report – March 2025

Coming Club Events

23rd March (Sunday) – Club Open Day and Car Show. This was very successful, and full report will appear in the next Progress. Thank you to everyone who assisted on the day. We discovered a few minor issues which we will fix for any future event.

23rd April (Wednesday) Curry Night at the Club House at 6.30pm. Contact Andrew Lunt for bookings (andrew.lunt@hussmann.com) 16 th April last date for bookings. See flyer for more info which has been emailed to members and displayed in this Progress

27th April - A “Zephyr” garage run will be held in conjunction with members of Wellsford/Warkworth VCC. Meet at the W/W VCC Club rooms at Satellite Station Road at 9.00am for shared morning tea .Visit two car collections in Matakana and finishing for a picnic lunch at Steve Paddison’s property and car collection at Mathesons Bay (Leigh). A flyer will be sent out with details later. JC organizing.

NB Easter is 18th – 21st April.

18th May – Run to Mangawhai, places of interest including a visit to see the historic schooner “Daring “located next door to the excellent Mangawhai Museum , pub lunch (venue booked).Barbara And Julie are organizing this event so look out for the flyer to come.

11th June – AGM. Consider standing for the positions available (Treasurer and Club Captain).

15 th June – Club event to be organised, **“Something new ! Some ideas please.”**

Other Events

Sunday 27th April Whangarei Swap Meet and Car Display, Heritage Park, SH14 Maunu. Note that this event clashes with our club event.

Regular Diary

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

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

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

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

...And remember...

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

Curry Night: Wednesday

April 23rd 6.30pm



- Chicken Dish
- Beef Dish
- Two Vegetable Dishes
- Rice



Come and join us for a delicious feast.

BYO Wines, Beers, Spirits, Fizzy & 15 Dollars

Last date for booking April 16

Email Reservation to Andrew Lunt

andrew.lunt@hussmann.com or call 0274 996 803





Nice lotus cortina



A pile of Lanchester



Neville and Neil on wiring



Ray planting cash crops



Nice project



We need to do this again



Who is in charge here



Maurice Withham's beautifully restored
1919 Model T Ford



Neil ponders the shimmy in Mik's Capri



Tony looks on as Jim and Bruce tear down his Riley motor



John and Stuart in deep discussion



John the woodwork master tries panel work



Activity in the restoration shed



Richard watches Jim removing the loose big end



Conrod showing babbitt bearing totally disintegrated, Tony not happy



Arnold displays cup holder



Parts shed goodies



Parts shed o rings



Parts shed auto electrics



Parts shed spark plugs



Parts shed body mouldings

Thankyou Terry- it may seem that these are just photos but also are a photographic record of the club, its assets and its people stored for some time to come. Terry not only supplies me with the photos but the captions that come with it - Editor

Shuffling in the Sheds- Barb Stubbs

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Today the boys needed to move Tony Sparkes' Riley from the restoration shed into the storage shed. Neither car has an engine at the moment, so it was all hands to the paintwork for the boys!!!



Firstly, they had to move the tow truck to make room to accommodate the cars!!



Then move the Willy's Knight from the storage shed into the resto shed so work could begin on the Willys



It was quite a sight to see but they did a great job in a short space of time!

Barb Stubbs

NSVCC Open Day and Car Show

23rd March 2025 -John Castle

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We were favored with another hot sunny day for this event which was very successful from the feedback Andrew and I received. It was estimated at its peak we had about 250 veterans, vintage and classic vehicles of many types from UK, USA, Europe and Japan plus hot-rods and military vehicles so there was something for everyone.

John Higham (our Club President) gave a short welcome at midday, and we then presented prizes for various categories of vehicles that were judged, all fine vehicles, and not necessarily concours - I might add.

Everyone was well catered for with the BBQ sausages that sold out by the end of the day, coffees and ice-cream, provided by Harcourts and teas in the Club House.

Another highlight was having the club Dennis Bus running and out of its garage after a long sleep for everyone to view.

The parts shed made some good sales and the proceeds from the sausage sizzle etc, covered our costs and Harcourts gave a share of the coffee and ice-cream proceeds to the club.

With the increased numbers of vehicles and people attending on the day, we will need to make some improvements next time.

Thanks to all the club members who helped, as usual, a team effort by NSVCC members. John Castle- Club Captain



Willys Whippet Project Update March 2025

Stuart Battersby

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Most of you will be aware of the 1926, Willys-Overland Whippet



On the hoist.

“Coach” that was generously gifted to us by club member John Russell. Here is our first Progress report on the project. Having been tripped over two, if not three times recently, with paperwork and compliance testing, we have decided to start this project by understanding and clearing the pathway to full ‘on the road’ compliance before any actual restoration effort is undertaken.



Yes! We have a VIN plate

Our first step in this direction was to get a VIN number assigned to the vehicle. Thankfully we have Proof of Ownership, an original registration booklet and lots of photographs. We contacted VTNZ North Shore and with the Willys on Terry Flude’s trailer off we tootled. The VTNZ inspector, spent a long-time checking the chassis number, paperwork, old photographs and even an original copy of an owners’ handbook before he went online answered all the required questions. He pressed “SEND” and there it was our new VIN number, which he then punched

onto a VIN plate and fixed the plate onto the firewall. Step 1 Complete (VIN Assignment is the VTNZ term). The car now has an online record and a VIN.

The next test was to book a compliance tester to call in and give us a list of items that we need to fix, before we invest any effort in the restoration. Robert Braun is very switched on and was at great pains to point out that he was not aiming for anything other than conformance to the original build. Robert gave us four targets:



Engine out in order to remove pitted cross member. New item being fabricated now.

- The front chassis cross member is very badly corroded must be removed and replaced.
- Several nuts and bolts under the body that are not high tensile or are the wrong sizes.
- We need to strip the paint from three 50mm patches on each longitudinal chassis rail for inspection.
- There is some suspect welding on two joins on the rear body corners; we need to strip paint and fix.

Stuart Battersby- continued



Rear body joints need work.



POR 15 paint reaction.

All these fixes are comparatively simple, although removing the front cross member required engine removal and shifting some hefty rivets.

We understand that the engine has been recently restored, and we are awaiting a report on the work done. Once we have fixed all the compliance issues our next step is a 'panel-fit' to ensure doors, bonnets, grill etc all fit and that we have no hidden twists and bends in the overall structure.

There's a limit to the number of folks that can work on the car at any one time, but we want to try and give opportunities to newer and less experienced members to get involved with the restoration. Please come and have a chat on a Tuesday or Thursday and we will see how you can contribute.

Swapping hockey sticks for skis: Polish sports stars on a Swiss Bugatti adventure



ture - It's January, 1938, and the Polish ice hockey team is about to enter the World Championship in Prague, Czechoslovakia. But before the championship starts in mid-February, the Czech players are heading for a training camp in Davos, Switzerland, and that's when this photograph was taken. It shows three of the Polish players taking a break somewhere in Switzerland. The Polish State Archive informs us that they are, from left to right, Roman Stupnicki, Andrzej Wołkowski and Józef Stogowski.

We may take the liberty of adding to that; the car is a Bugatti Type 57 Stelvio cabriolet, seen here in suitably Stelvio-esque conditions. Did they drive it all the way from Poland? Perhaps not. We found that a Stelvio, believed to have been this car, was sold through Krakow-based Bugatti dealer Krakowska Spółka Automobilowa in May, 1929, to Swiss-born Robert Vetterli, who lived in Katowice in southern Poland. It's clear that the car is on Swiss (Zürich) plates here though.

Was Vetterli a friend of the Polish hockey players who took them out skiing for a day? That's the most likely scenario we can suggest, but perhaps you know better? By the way, Canada won the 1938 ice hockey title; Switzerland came sixth and Poland seventh.

Words: Jeroen Booij



Topless Beach Car! 1969 Michelotti Shellette



Todd Fitch



Everything sounds better in Italian, and spiaggia (literally “little beach” aka beach car) instantly sounds like fun. This 1969 Michelotti Shellette wraps Fiat mechanicals in a whimsical open body, and this project-level specimen seeks a new owner with an eye for its restoration potential.

Spiaggetti and other beach cars became a popular frivolous accessory of the super-rich in the 1950s and '60s, shuttling royalty and various movers and shakers between palatial coastal villas and nearby strands or mega-yachts. Today, restored beach cars make a retro alternative to gussied-up golf carts for a similar purpose.



Nothing says “casual and temporary” like wicker, originally covered with varnish or shellac for modest weather resistance. Beach life is hard on any vehicle, and this Shellette near Santa Barbara, California beat the odds by surviving to date.

The listing skips this ride's early days, but the rear-engine sand bug lingered in Texas before making its way to California, according to the seller. It's easy to imagine terminally intoxicated paperclip or salted pork barons weaving their way to the villa after a day on the motor yacht, regaling tipsy passengers with tales of their humble days at private school, winning their trophy spouse with witty expressions of adoration, and sneaking a polo horse into the headmaster's office.



The 1969 Michelotti Shellette was powered by an 843 cc OHV inline-4 engine when based on the Fiat platform. This engine was paired with a 4-speed manual transmission and was known for its simplicity and reliability. On the other hand, when built on the DAF platform, it featured an 844 cc flat-twin engine with a Variomatic transmission.

An inline four cylinder Fiat 850 powertrain should be simple to rebuild or replace. Running condition escaped the listing, so assume the worst. Carrozzeria Michelotti normally designed for others, and affixed its name to this Shellette in a partnership with yacht designer Phillip Schell that totaled 80 units, of which "12-15" survive, according to the seller. Careful not to spill petrol on the hot exhaust manifold when you top off.



Wicker seats for four have disintegrated, and the seller reports an estimate of \$2650 to recreate them along with the dashboard. RMSothebys sold a 1970 Shellette for about \$67,000 in 2016. This car's simple design should make for a relatively easy restoration, but the \$25,000 asking price demands detailed calculations by those seeking a profit. That said, if you want a Shellette to one-up your neighbor's Fiat Jolly, curating its restoration requires

mere front-pocket money.



The forward boot holds a spare tire and room for a magnum of Champagne and some Grey Poupon. The original blue color shows some residual shine, and rust appears prevalent and manageable. Are you ready to go topless with this Italian cutie?

Editorial

Hello all,

I found some space to have my spiel, but its going to be small

Last month I said that now the 17 th National Model A Ford Rally is over, I would have more time. What a joke, I have been away last three weeks, though I did do some work on the Progress Magazine it was not very easy .

However as I filled the magazine with more interesting reading, I have left myself little room for the Editorial. I bet you are saying "Phew that's a relief."

From time to time I will single out someone for their contribution, but in doing so, when you read it ,think about how you could contribute and my thanks goes to all contributors .

Again I missed the open day as we go away once a year with my sister and husband for a Summer week. As I was busy with Model A rally, it was decided that we would go to Sunshine Coast for 8 days. We came home for Sunshine though we have had two days rain to welcome us. We are back for a while. Cheers Wade

The Packard Custom Speedster holds a special place in automotive history, embodying the essence of luxury, design, and performance from the golden age of American cars



Design and Styling: Packard was renowned for its craftsmanship, and the Custom Speedster stood out as a masterpiece of art and engineering. Custom-built by esteemed coachbuilders like LeBaron and Dietrich, it features sweeping fenders that evoke a sense of motion even when the car is at rest, and low-slung bodies that demand attention from passersby. With intricate detailing, these vehicles were not merely machines but statements of style.



Interior Luxury: Packard vehicles, including the Speedster, boasted lavish interiors with high-quality materials, plush upholstery, and polished wood accents. These features underscored the car's status as a luxury item and made it a comfortable, opulent choice for drivers.



Performance: Powered by a robust inline-eight engine with around 120 horsepower, the Speedster delivered impressive performance for its era. Its manual transmission and advanced suspension ensured a smooth ride, blending speed with comfort.

Historical Significance: Produced in limited numbers, the Custom Speedster is a rare collector's item. Packard was synonymous with luxury during the early 20th century, and this model epitomized the brand's commitment to quality and innovation. It was a favorite among the affluent and celebrities of the time.

Collectibility: Today, the Packard Custom Speedster is highly sought after by collectors and enthusiasts. Its rarity and historical importance make it a prized possession, often restored to preserve its unique features and elegance.



Ford's Piquette Plant Celebrates The Model T's 116th Anniversary

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In 1903, the Ford Motor Company started in a rented building on Detroit's Mack Avenue, but it was later in 1904 that Henry Ford moved into his new



purpose-built factory on Piquette Avenue, in the Milwaukee Junction area of the city. The location was selected for its proximity to rail lines and the neighborhood would soon bustle with fledging auto makers and their suppliers.

Ford's B, C, F, K, N, R and S models were produced at Piquette Avenue before the Model T was introduced on Sept. 27, 1908. The world changed that day and the three-story, 400-foot-long factory would soon be bursting at the seams with production of that landmark motor car.



One of the highlights of the event each year is the Model T rides, which provide quick tours around the neighborhood in century-old cars that are still going strong.



The Michigan Firehouse Museum brought a 1924 TT-based fire truck to demonstrate it still had pumping power 100

years after it was built. The building in the background is the famous Fisher Body Plant #21, which has been vacant for 30 years but is being renovated into apartments.

This 1908 Model K 6-40 roadster was the antithesis of the elemental everyman's car that would define the Model T. This was a luxury "gentleman's roadster" from Ford, powered by a 40-horsepower six-cylinder engine. Ford's philosophy remained focused on affordable mobility, but the K was nonetheless popular and profitable.



Only the first 12,000 of the more than 15 million Model Ts produced were assembled at the Piquette Plant, before production moved to the massive and historic Highland Park factory, about 3 miles north. The

moving assembly line would come online about three years later, solidifying Detroit as

Ford's Piquette Plant Celebrates The Model T's 116th Anniversary continued

the epicenter of automotive manufacturing.



After the move to Highland Park, Ford sold the Piquette Plant to [Studebaker](#), which was expanding its own factory that was literally next door. The company purchased it in 1911 and produced cars there through 1933, including this 1916 Model ED Touring, before the company finally concentrated all its U.S. manufacturing in South Bend, Indiana. The company also built cars in Canada.

At the time, Ford and Studebaker were the two largest-volume car makers in the world. In 2000, after decades of changed hands, the site was sold to the Model T Automotive Heritage Complex, which has operated it as the Ford Piquette Avenue Plant museum.



Another pre-T model in the museum is this 1907 Model S Runabout, which blended elements of the four-cylinder Models N and R to bring Ford closer the formula that would result in the Model T. It was produced for only one year and cost \$700.

Tractors were another focus of Henry Ford and he experimented with Model T-

based models before building the dedicated Fordson tractor. Offered at \$750, it was intended to replace the work of four horses. This is a 1922 model.



The Piquette Plant Museum is also home to examples from vehicle brands built in the surrounding neighborhood, including this Regal four-cylinder touring car, which was produced at a facility on Piquette Avenue, but on the other side of the street. Regal was a comparatively strong brand until 1918, when material shortages due to World War I reported contributed to its demise.



Commercial customers put Model T chassis models to work for almost every conceivable business. This is 1920 Model T chassis wears a flower truck body from Indiana-based Hercules Body Company, which produced more than 30 distinct bodies for the T chassis.

116th Anniversary - continued



After building engines for the Curved Dash Oldsmobile, Henry Leland tried to revive Henry Ford's previous venture, the Henry Ford Company, and located the company only about four blocks west of the Piquette Plant. He wisely renamed it Cadillac, after the founder of Detroit. This 1930 Cadillac Model 30 Touring is on display in the museum.



Between 1907 and 1939, Detroit-based Anderson Electric Car Company built the Detroit Electric, which could go about 80 miles on a full charge. One of its selling points was the ease at which the vehicle could be driven, as there was no cumbersome and potentially dangerous hand-starting that was necessary on early combustion-engine cars. No gears to shift, either. The company produced more than 13,000 vehicles in its 32 years.



The design of this 1904 Ford Model C Tonneau is deceiving. Its conventional look for its era suggests there's any engine under the hood, but the 2-cylinder engine is actually located under the front seat. A water tank is under the hood.

Additionally, an enormous Fisher Body plant, which has been empty for more than 30 years and is only about a block away from the Piquette Plant, is undergoing a transformation into high-end apartments. At the end of each September, the museum celebrates the anniversary of the world-changing icon. For 2024, it was the 116th birthday of the Model T and along with an open house and guided tours of the museum, visitors could take rides around the neighborhood in Model Ts.

There are signs all around the Piquette Plant of the manufacturing decline in Detroit, but also signs of renewal. Along with the rehabbed Piquette Plant museum, which was named a U.S. National Historic Landmark in 2006, the former Studebaker facility joined at its hip is being restored as an apartment complex, while another of the former Studebaker buildings down the street is now a Veterans Administration facility.

Ford's tenancy of the Piquette Plant was relatively brief, but its significance as the birthplace of the car and industry that changed the world endures 116 years later. The museum celebrates it every day, but brings out the cake and balloons once a year and it's a party worth attending and if you can't make it to the birthday party, the museum is a worthy destination the rest of the year.

Ford's Piquette Plant Celebrates The Model T's 116th Anniversary

continued

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Did you know that in 1884, the first production-standard electric car, capable of being reproduced and sold to the public, was unveiled? By the early 1900s, one-third of all vehicles on the road were electric. However, they began to disappear around 1920 with the advent of petrol and the rise of Henry Ford's mass-produced cars.

Ferdinand Porsche, the founder of the famous sports car brand, produced an electric vehicle called the 'P' in 1898. He later created the world's first hybrid vehicle, which was powered by both electricity and a combustion engine. Mercedes-Benz also introduced an electric model called the Mercedes Mixte in 1906. This car was used as a taxi in cities and even developed into a race car by 1907.

Today, we are witnessing the revival of this old technology. The first picture shows a group of working electric trucks in the UK plugged in back in 1917

One of the most beautiful, 1935 Mercedes-Benz 540K Special Roadster



America had the Duesenberg, France had the Talbot Teardrop and Germany had the 540K Spezial Roadster. Also known as the Special Roadster, only 26 of these striking models were made with the best engineering and highest craftsmanship available to Mercedes-Benz. The Mercedes-Benz 540K Special Roadster is widely regarded as one of the most beautiful cars of the 1930s. It was introduced at the 1936 Paris Motor Show and became a flagship model for Mercedes-Benz. The Special Roadster was designed by Hermann Ahrens and featured striking elements like a prominent hood, sweeping fenders, recessed grille, external exhaust pipes, and a raked windscreen. It epitomized luxury and was considered a masterpiece of automotive design.

The 540K was powered by a supercharged inline-8 engine, delivering impressive performance for its time. Its rarity and elegance make it a true icon of pre-war automotive history

If only one car could epitomize Mercedes-Benz luxury, this would be the best choice as it's the company's masterwork. One of the Most Beautiful Cars of the 1930s

Elva Engineering Co Ltd



Elva racing car manufacturer logo

Elva was a sports and racing car manufacturing company based in Bexhill Hastings and Rye, East Sussex, United Kingdom. The company was founded in 1955 by Frank G. Nichols. The name comes from the French phrase *elle va* ("she goes").

Racing cars-Frank Nichols's intention was to build a low-cost sports/racing car, and a series of models were produced between 1954 and 1959.

The original model, based on the CSM car built nearby in Hastings by Mike Chapman, used Standard Ten front suspension rather than Ford swing axles, and a Ford Anglia rear axle with an overhead-valve-conversion of a Ford 10 engine. About 25 were made. While awaiting delivery of the CSM, Nichols finished second in a handicap race at Goodwood on 27 March 1954, driving a Lotus. "From racing a Ford-engined CSM sports car in 1954, just for fun but nevertheless with great success, Frank Nichols has become a component manufacturer. The intermediate stage was concerned with the design of a special head, tried in the CSM and the introduction of the Elva car which was raced with success in 1955." The cylinder head for the 1,172 cc Ford engine, devised by Malcolm Witts and Harry Weslake, featured overhead inlet valves.

Mk I to III - On 22 May 1955 Robbie Mackenzie-Low climbed Prescott in the sports Elva Mk I to set the class record at 51.14 sec. Mackenzie-Low also won the Bodiam Hill Climb outright at the end of the season.



sports Elva Mk I

The 1956 Elva MK II works prototype, registered KDY 68, was fitted with a Falcon all-enveloping fibreglass bodyshell. Nichols developed the Elva Mk II from lessons learnt in racing the prototype: "That car was driven in 1956 races by Archie Scott Brown, Stuart Lewis-Evans and others." The Elva Mk II appeared in 1957: "Main differences from Mark I are in the use of a De Dion rear axle as on the prototype, but with new location, inboard rear brakes, lengthened wheelbase, and lighter chassis frame."



1956 Elva MK II

The Elva cars were offered and raced with the 1,100 cc Coventry-Climax FWA engine as standard but went through various bodywork and suspension changes up to Mark III of 1958.

Mk IV and V

Carl Haas, from Chicago, was an Elva agent serving the midwest of the United States from the mid-1950s through the 1960s. Haas was invited to England to drive an Elva Mk III in the Tourist Trophy at **Goodwood** on 13 September 1958, where he finished twelfth overall. Also, in that 23rd Tourist Trophy race was the new Mark IV model driven by Ian Burgess and Robbie Mackenzie-Low. Stuart Lewis-Evans drove the same works car, registered MBW 616, to the fastest time of the day at the Bodiam Hill Climb in East Sussex on 11 October 1958. Tragically, Lewis-Evans lost his life just two weeks later through injuries sustained at the Moroccan Grand Prix.



Elva Mk III

As far as the design of the new Mark IV was concerned, in the words of Carl Haas "The major change is an all-new independent rear suspension utilizing low-pivot swing axles. The body is entirely new with close attention to aerodynamics and a reduced frontal area. It's a big step from the Mk III. Finally, Elva has an 1100cc car potentially better than Lotus. They've moved a lot of weight off the front wheels by moving the engine back." The Mark IV was also the first Elva with a tubular spaceframe chassis and had an aluminium under tray riveted to the chassis providing rigidity and strength.

At the Sebring 12 Hours sports car race in March 1959 the No. 48 Elva Mark IV driven by Frank Baptista, Art Tweedale and Charley Wallace finished first in Class G, and 19th overall. Another works Mark IV, No. 49 driven by Burdette Martin, Chuck Dietrich and Bill Jordan, took second place in Class G completing an excellent outing for the new 1959 season model.

A week or so later saw the first UK outing in 1959 for the Elva works team. Three Mark IV cars took part in the Chichester Cup at the Goodwood Easter Meeting with Scots racer Tom Dickson starting on the front row alongside three of the new Lola Mk1s. The Lolas dominated the race taking a 1-2-3 but the Elva Mark IV of Les Leston finished a decent 7th with Dickson just behind and John Peters, an American amateur racer, a few places further back in 11th place. Peters later exported his Mark IV to his home in Los Angeles and continued to race the car in Californian events, including attempting to qualify for the 200-mile Los Angeles Times Grand Prix for sports cars held at Riverside International Raceway in late 1959.

At the 11th International Trophy meeting at Silverstone on 2 May 1959 Tom Dickson finished a creditable 3rd in the 1,100cc sports racing event, sandwiched between the works Lola Mk1s in first and second and the Lotus Eleven of Peter Arundell in fourth. A second Mark IV, that of experienced amateur racer Cedric Brierley, came in 5th.

Further success came on 21 June 1959 when Arthur Tweedale and Bob Davis won

the Marlboro Six Hour Endurance Race in Maryland driving No. 37 Elva Mark IV. Art Tweedale repeated the win in the Marlboro Six Hours in 1960. Teamed with Ed Costley he covered 337.75 miles, this time in an Elva Mark V sports car. Introduced mid-way through the 1959 season, the Mark V was the final iteration of the Elva front-engined sports racing car and differed from the Mark IV only through some minor tweaks to the rear suspension and revised bodywork.

Elva sports racers featured again at Goodwood in the 24th Tourist Trophy race held on 5 September 1959. A Mark IV driven by John Brown and Chris Steele finished the race in overall 13th place. However, marque honours were taken by the Mk V driven to 3rd in the 1,100-cc class and 9th overall by Mike McKee and Cedric Brierley.

Although ultimately outclassed by the similarly-engined Lola Mk1, the Elva Mark IV and Mark V models were short-lived but relatively successful models in the highly competitive late 1950s 1,100 cc sports/racing class. In the period up to the end of 1960, aside from one notable event detailed below, they were only ever raced in serious events with the modestly powered but efficient 1,098cc Coventry-Climax FWA engine fitted with SU carburettors. However, their lightweight construction, innovative suspension and good aerodynamics made them serious competition.

Most of the Mark IV and Mark V cars were exported to the USA and raced successfully by both amateur and professional racers alike. One notable occasion saw Burdette Martin's Elva MkIV fitted with a 1,475cc Coventry-Climax FPF F2 engine driven with some success by Ed Crawford in Round 8 of the 1959 USAC Road Racing Championship at Meadowdale. Crawford was a renowned Porsche and Briggs Cunningham pilot and took the Elva Mk IV to an emphatic win, lapping the field in the 1,500-cc qualifying heat against some impressive opposition.

On a slightly less serious note, one of the US-domiciled Mk IV cars ended up featuring in the supporting cast of the Elvis Presley movie 'Viva Las Vegas' although a later Mark VI sports racer played a more prominent role as Elvis' race car.

The last Mk V chassis won several important races in the US midwest driven by Dick Buedingen, including the 1961 Elkhart Lake 500 teamed with Carl Haas. At this time Elva Cars Limited was operating from premises at Sedlescombe Road North, Hastings, Sussex, England.

Mk VI, VII and VIII/VIIIS

After financial problems caused by the failure of the US distributor, Frank Nichols started a new company in Rye, Sussex in 1961 to continue building racing cars. The Elva Mk VI rear-engined sports car, still sticking with 1,100 cc Coventry Climax power, made its competition debut at Brands Hatch on Boxing Day, 1961, driven by Chris Ashmore, finishing second to the three-litre Ferrari of Graham Hill. The car was designed by Keith Marsden.



Elva Mk VII S at Circuit Mont-Tremblant in 2010



Elva Mk VII in 2004



Elva BMW Mk VIII

Around 1964–1966 Elva made a very successful series of Mk8 sports racers mostly with 1.8 litre BMW engines (modified from the 1.6 litre by Nerus) and some with 1.15 litre Holbay-Ford engines. The Mk8 had a longer wheelbase and wider track compared to the Mk7, which was known for difficult handling due to a 70-30 weight bias to the rear. Following the success of the McLaren in sportscar racing, Elva became involved in producing cars for sale to customers:

"Later a tie-up with Elva and the Trojan Group was arranged and they took over the manufacture of the McLaren sports/racer, under the name McLaren-Elva-Oldsmobile."

At the 1966 Racing Car Show, held in London in January, Elva exhibited two sports racing cars – the McLaren-Elva Mk.II V8 and the Elva-BMW Mk. VIIS. The McLaren-Elva was offered the option of Oldsmobile, Chevrolet or Ford V8 engines. The Elva-BMW Mk. VIIS was fitted with a rear-mounted BMW two-litre four-cylinder OHC engine.

Elva Porsche

Around 1960, requests came from the USA for a lightweight racing sports car with a Porsche engine. Porsche then developed for Elva the so-called Fuhrmann engine (type 547) with four overhead camshafts, which received, among other things, a cooling fan wheel made of plastic lying horizontally above the crankcase. With a displacement of 1.7 liters and a compression ratio of 11:1, this unit produced 183 hp at 7800 rpm.

Porsche supplied 15 of these engines for installation in the appropriately adapted Elva Mk VII chassis. This adaptation included changes to the placement of the petrol and oil tanks, the cockpit, and the rear part of the tubular frame, among other things. The Porsche five-speed gearbox was matched to the 13-inch wheels (6 inches wide at the front and 7 inches at the rear).

On 8 September 1963, Bill Wuesthoff and Augie Pabst won the Road America 500, round seven of the United States Road Racing Championship, at Elkhart Lake, Wisconsin driving an Elva Mk.7-Porsche. "The Elva-Porsche is based on the Mark VII Elva but redesigned aft of the front section to take the 1,700 cc Porsche air-cooled flat -four unit and its horizontal cooling fan."

The first vehicles were ready at the end of 1963. They accelerated from a standstill to

100 km/h in around 5 seconds and reached a top speed of around 260 km/h (160 mph). A car cost over \$10,000.

In 1964, Porsche entered an Elva Mark VII chassis with the 8-cylinder Type 771 racing engine in the European Hill Climb Championship. This car weighed only about 520 kg and was therefore significantly lighter than the Porsche Bergspyder RS 61 (type 718) or the Spyder based on the Porsche 904. Edgar Barth won the opening round of the European Hill Climb Championship on 7 June 1964, at Rossfeld in southern Germany in an Elva-Porsche flat-eight sports car. The cars were placed throughout the seven-round series with Herbert Muller winning at the final round at Sierre Crans Montana in Switzerland on 30 August 1964. Because of Elva's poorer driving characteristics, with its frame possibly too heavily loaded by the 8-cylinder engine, Barth started in the following races again with the old Porsche RS 61 and, like the previous year, won the sports car class of the championship.

The wheelbase of the car was 2286 mm, its track: front 1270 mm; rear 1350 mm, length of the vehicle: 3500 mm. The 8-cylinder engine was available in two versions: with a displacement of 2195 cm³ (bore × stroke = 80 × 54.6 mm), 270 hp at 8600 rpm, maximum torque 230 Nm at 7000 rpm, compression 10.2:1 and with 1981 cm³ (bore × stroke = 76 × 54.6 mm), 260 hp at 8800 rpm, 206 Nm at 7500 rpm, compression 10.5:1.

Luki Botha campaigned an Elva-Porsche in southern Africa from 1966.

Single Seater

There was also a GT160 which never got beyond production of three prototypes. It used a BMW dry sump engine of 2 litre capacity with bodywork styled by Englishman Trevor Frost (also known as Trevor Fiore, and who also designed the Trident) and made by Carrozzeria Fissore of Turin. It weighed 11 long hundredweight (559 kg) and had 185 bhp (138 kW; 188 PS) so would have had very impressive performance but was deemed too costly to put into series production. The car was shown at the London Motor Show in 1964. One of the cars was purchased by Richard Wrottesley and entered in the 1965 24 Hours of Le Mans. Co-driven by Tony Lanfranchi, the car retired early in the race.



Elva FJ 100



Elva FJ 200

"Elva Cars, Ltd., new Formula Junior powered by an untuned BMC 'A' Series 948cc engine. The price of this 970 lb. car is \$2,725 in England. Wheelbase: 84", tread: 48", brake

European History: The Elva - continued

Progress
April 2025



1959 Elva Courier Mark 1



1960 Elva Courier



Elva Courier front/side

lining area: 163" sq. The 15" wheels are cast magnesium. Independent suspension front and rear with transverse wishbones, coil springs, and telescopic shock absorbers. The car is 12 feet, four inches long."

Bill de Selincourt won a race at Cadours, France, in an Elva-B.M.C. FJ on September 6, 1959. Nichols switched to a two-stroke DKW engine supplied by Gerhard Mitter. In 1959 Peter Arundell won the John Davy Trophy at the Boxing Day Brands Hatch meeting driving an Elva-D.K.W. "Orders poured in for the Elva but when the 1960 season commenced Lotus and Cooper had things under control and disillusioned Elva owners watched the rear-engined car disappearing round corners, knowing they had backed the wrong horse." Sporadic success continued for Elva in the early part of that year, with Jim Hall winning at Sebring and Loyer at Montlhéry. Elva produced a rear-engined FJ car, with B.M.C. engine, at the end of the 1960 season, the Elva 200.



Elva FJ 100

Chuck Dietrich finished third at Silverstone in the BRDC British Empire Trophy race on 1 October. In 1961 "an entirely new and rather experimental Elva-Ford" FJ-car debuted at Goodwood, making fastest lap, driven by Chris Meek.

Road cars - The main road car, introduced in 1958, was called the Courier and went through a series of developments throughout the existence of the company. Initially all the cars were exported, home market sales not starting until 1960 Mark Donohue had his first racing success in an Elva Courier winning the SCCA F Prod Championship in 1960 and the SCCA E Prod Championship in 1961.

The Mk 1 used a 1500 cc MGA or Riley 1.5 litre engine in a ladder chassis with Elva designed independent front suspension. The engine was set well back in the chassis to help weight distribution, which produced good handling but encroached on the cockpit making the car a little cramped. The chassis carried lightweight 2-seater open glassfibre bodywork. It was produced as a complete car for the US and European market and available in kit form for the UK market. After about 50 cars were made, it

was upgraded to the Mk II which was the same car but fitted with a proprietary curved glass windscreen, replacing the original flat glass split type, and the larger 1600 cc MGA engine. Approximately 400 of the Mk I and II were made.

The rights to the Elva Courier were acquired by Trojan in 1962, and production moved to the main Trojan factory in Purley Way, Croydon, Surrey. *Competition Press* announced: "Elva Courier manufacturing rights have been sold to Lambretta-Trojan in England. F-Jr Elva and Mark IV sports cars will continue to be built by Frank Nichols as in the past."

With the Trojan takeover the Mk III was introduced in 1962 and was sold as a complete car. On the home market a complete car costs £965 or the kit version £716. The chassis was now a box frame moulded into the body. Triumph rack and pinion steering and front suspension were standardised. A closed coupé body was also available with either a reverse slope Ford Anglia-type rear window or a fastback. In autumn 1962: "Elva Courier Mk IV was shown at London Show. The new coupe has all-independent suspension, fibreglass body, and an MG engine. Mk III Couriers were also shown. Though previously equipped with MG-A engines, new versions will be equipped with 1800cc MG-B engine." Later the Ford Cortina GT unit was available. The final version, the fixed head coupé Mk IV T type used Lotus twin-cam engines with the body modified to give more interior room. It could be had with all independent suspension and four-wheel disc brakes. 210 were made.

Ken Sheppard Customised Sports Cars of Shenley, Hertfordshire acquired the Elva Courier from Trojan in 1965 but production ended in 1968.



GT160



There was also a GT160 which never got beyond production of three prototypes. It used a BMW dry sump engine of 2 litre capacity with bodywork styled by Englishman Trevor Frost (also known as Trevor Fiore, and who also designed the Trident) and made by Carrozzeria Fissore of Turin. It weighed 11 long hundredweight (559 kg) and had 185 bhp (138 kW; 188 PS) so would have had very impressive performance but was deemed too costly to put into series production. The car was shown at the London Motor Show in 1964. One of the cars was purchased by Richard Wrottesley and entered in the 1965 24 Hours of Le Mans. Co-driven by Tony Lanfranchi, the car retired early in the race.

Voitures Elva, 1907-There was another Elva car company, 'Voitures Elva' that lasted for one year, 1907, and was based in Paris, France.

(source wikipedia)

at the 2014 Le Mans Classic

New Zealand's first domestically produced car?

Progress
April 2025

The **Anziel Nova** was meant to be New Zealand's first domestically produced car. A prototype of the fibre-glass bodied car was unveiled in September 1967, however never reached production.



Background-



In 1965 Alan Gibbs, then an economist, had returned from England with the idea of creating a New Zealand made car. However, he initially worked for the Government's Department of Prime Minister and Cabinet on the Import Licensing schedule. This experience gave him a good understanding of the problems a start-up venture would face.

The project commenced in Autumn 1966 when Alan moved to Auckland to join his brother Ian, owner of Anziel Limited, in the venture. The Gibbs brothers also needed an import license for the assembly plant, parts, and materials. Because of its use of fiberglass bodywork Reliant Motor Co of England was approached for a suitable design. This was to maximize the quantity of local products in the manufacturing sector.

At the time Reliant was developing the FW5, a mid-range family saloon, for Otosan of Turkey. The FW5 was aimed at relatively low production numbers without the need for expensive plants and tooling. It was designed by Tom Karen of Ogle Design. Reliant considered the model suitable for construction in less developed countries because of the ease of manufacture. This car was deemed suitable to meet the Gibbs' requirements.



The proposal-In August 1966, the Gibbs brothers sought government consent to obtain an import license for their proposal. They proposed to build 3,000 cars per annum, with production commencing in mid-1968. However, Jack Marshall, who was the Minister of Trade in that period, declined the request on the grounds that New Zealand was suffering from falling export revenues at the time, which was causing a balance of trade problem for the government. Other established car manufacturers were having their import

Jack Marshall

licenses reduced and the granting of a license to another manufacturer was seen as counterproductive.

Despite this setback, the Gibbs brothers continued to lobby Marshall, who eventually relented and allowed them a license to import a prototype from Reliant.

The car- As the Anziel Nova, the two-door car was to be powered by a 1498cc pre-crossflow Ford Kent engine with a 4-speed gearbox. It had an expected top speed of 90 mph (140 km/h). Alterations were made to its trim, and the car was re-badged by the Gibbs brothers prior to its unveiling. In the publicity documents the company said that it was going to produce a four-door version, as well as planning to make a station wagon, commercial van, and a light truck.

The prototype is still in existence and owned by Alan Gibbs.

Promotion and stonewall

The Gibbs brothers brought in Sir Laurence Hartnett, who was considered the father of the Australian car industry, to promote the car at an official announcement on 17 September 1967. The car was said to be going to sell for NZ\$2,400. This would have placed the car in a price range in New Zealand with cars that included the Hillman Hunter (NZ\$2,232), Toyota Corona (NZ\$2,296), and Isuzu Bellett 1500 (NZ\$2,398). Its advantage over these models was that its higher local content meant a reduced need for overseas funds.

Jack Marshall and Norman Shelton, Minister of Customs, were less than enthusiastic about the project. They considered that the country at that time could ill afford to spend its overseas funds on such a project but would continue to consider it. Discussions continued in the following year with no real change. By the end of 1968 the government offered a license for 600 units, but this was insufficient. Through 1969 there were ongoing battles with the government but no progress. Even obtaining funds for paying a fee for Reliant's technical assistance was declined. The project was finally doomed in March 1970, due to the changes made by the government on import rules for cheaper, fully built cars.

Alan Gibbs retained his interest in cars and went on to develop the Gibbs Aquada in 2003. (source wikipedia)



A Gibbs Aquada



* 1922 Earl Cabriolet *

The **Earl** was an automobile manufactured in Jackson, Michigan by Earl Motors Incorporated from 1921 to 1923. The Earl was a continuation of the Briscoe. The Model 40 offered both open and closed models with a four-cylinder engine. Approximately 2,000 vehicles were produced. When the Earl debuted in 1921, the tourer cost just \$1285. The company also claimed that \$100 worth of "extras", such as linoleum floor boards and carpets front and rear

were included in the base price.

Benjamin Briscoe appointed Clarence A. Earl as president of Briscoe Motor Corporation in March 1921. Earl had previously been vice-president of Willys-Overland. Briscoe suddenly left in October of the same year, tired of all the misfortune he had suffered in the automotive field to date. He left his car and company to Earl. Earl then announced to the press that he would be forming Earl Motors and bringing out a new four-cylinder car. This was just the Briscoe car with small modifications to solve some of its problems, as well as being slightly larger and more powerful.

Earl Motors Incorporated



Earl motors emblem

Trade name	Earl Motors Incorporated
Company type	Corporation
Industry	Automotive
Predecessor	Briscoe
Founded	1921
Founder	Clarence A. Earl
Defunct	1923
Headquarters	United States
Products	Automobiles, collectables
Production output	2000 automobiles

Earl assumed many problems with the company, not least of which was one and a half million dollars of debt. Luckily, Clarence Earl easily raised more capital from bankers. At Earl Motors there were several bankers, as well as executives from various supplier firms. Included in the latter group was George C. Scobie, who had been with Price-Waterhouse and Hayes Wheel Company, and was now vice-president of the new organization. Clarence Earl developed disagreements with all these board members over the future path of his company, and resigned in November 1922. He then became president of National. Earl had wanted to become a high-volume producer, while the rest of the board preferred a lower-volume, more fiscally conservative approach. The bankers and supplier executives now took over the company, with George Scobie as president. They promptly reorganized as the Earl Motor Manufacturing Company in early 1923. The new company was capitalized at one million

dollars. Soon, this group failed in pursuing their favored lower-volume approach,

taking the company down with them. Early in 1924, servicing rights to the now defunct Earl were sold to Standard Motor Parts Company of Detroit. Total Earl production was approximately 1,900 cars.

Rarity

There are only a handful of Earl Custom Roadsters left in the world. There have been persistent incorrect reports that an Earl Roadster is on display at the Ella Sharp Museum in Jackson, Michigan. The museum curator has reported that people have driven as far as South Carolina to see the vehicle. However, the museum does not have such a vehicle (as of 4 August 2011). Private owners of Earl Roadsters are thought to exist in Jackson.



1916 BRISCOE

A new Four \$750
A new Eight \$950

Choose which you want
~~of the Ad Side~~

You probably are wavering between the decision—which shall I buy—a Four or an Eight? Decide the question this way: Take the Briscoe Four. Use it for a month. If you decide you want the Eight, you can have it. Pay the difference in price with a small charge for the work, and we'll install the eight-cylinder motor, which fits into the same engine bed and may be installed in a few hours.

The distinctive Briscoe design in a bigger, more powerful car for 1916

In the new Briscoe Four you get a 114-inch wheelbase; a roomy five-passenger body; Q. D. rims and 32-inch Ajax tires; 35 h. p. motor with three-bearing crankshaft; cantilever springs, and every convenience in the way of electric equipment.

Unique features of the Briscoe Eight include motor with overhead valves, rigid unit construction of crankcase and cylinders insuring perfect piston travel and bearing alignment — adjustable valve tappets and pressure-feed lubrication, etc.

Early deliveries

Write for booklet, giving complete information of the new Briscoe models, and our epoch-making exchange offer.

BRISCOE MOTOR COMPANY, Inc.
71 Wildwood Avenue Jackson, Michigan



(source wikipedia)



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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).

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