North Shore Vintage and Classic Car Club

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

Progress:

The monthly journal of the North Shore Vintage and Classic Car Club September 2025

What is this?

On July 27, 1917, Ford Motor Company introduced its first truck, the Model TT.

At the time, most trucks were modified cars. Henry Ford realized he could profit from pickup trucks, so he took his Model T and lengthened the chassis, stiffened the suspension and changed the gear ratios. Intended for farmers, the Model TT could carry a one-ton payload and had a Ruckstell underdrive axle, which allowed the truck to haul loads over rough terrain and uphill. These features drew the attention of Allied forces during World War I, and 39,000 Ford Model TTs went to war, mostly as ambulances. #ThisDayInAutoHeritage

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Editorial

Progress September 2025

Hi All
This month we will not have a report from the club chairperson John Higham or any club vehicle updates from Stuart Battersby as both are away on a well deserved holiday. We hope they are enjoying themselves and having a safe trip unlike our spare parts man Arnold on his cycling tour around Japan who had to come home early without his trusty Steed. We wish him well as he continues to recover and it is good that he is back on the job. Hopefully he had enough of a holiday that he and his wife will be able to do another presentation one night.

First thing is there was a First Aid Kit which had just been purchased and was sitting by/on the freebies table. It has gone from there and was purchased for club use and if you thought it was a freebie could you return it please or if you know of its whereabouts please let John Castle the Club Captain know. We would all want to ensure that if this kit was needed in an emergency it would beavailable. Hopefully by the time this edition magazine has been published it will have turned up.

It is great to belong to a Club where members participate. I myself have not attended a Tuesday morning apart from dropping off a motor to the parts shed once upon a time that had been donated to the club. Then there is Wednesday night where I think I have only attended one night that was not a special Wednesday night but Thursdays I can say is a busy day so if you want any company, come along and enjoy the camaraderie.

To those that provide me with items to publish into our Progress Magazine thank you very much. To those that think about it please do. If you are not able to email, hand written and handed to me will suffice. In this edition I have had items sent to me as an attachment, and a write up in a magazine.

Not sure how to publish it without a snip of it , I played around with it in Adobe Acrobat. I was able to copy the words and pictures to place into a document for the magazine. I am still learning but like the old saying “if you don’t learn something every day then life ain’t worth living”. So if you even read something of interest to other Club members you could also do this. If I don’t get material then you will have to read my filler stuff.

Safe Motoring -Your Editor

NOTES OF COMMITTEE MEETING
25 August 2025

New Members: Owen Fillory

Notes:

Air Compressor – Air hose outlets in the Restoration Shed are still under consideration. We are awaiting a H & S review report before taking action.

Discussion re name badges – We will continue to place a notice in Progress stating that members who want name badges should advise the Secretary – they will still be paid for by the Club.

Booking of Club Vehicles – The booking of Club vehicles will be done through Charles Armstrong in future.One suggestion is to get another whiteboard to book out the club vehicles. We also need some record of when WOF's are due, when servicing is done etc.

Changes to Constitution – Version 8 of our Club constitution will be sent out to the Branch membership shortly with a Special General Meeting to be held on 29th October 2025 to ratify them, prior to being filed with the Incorporated Societies Register.

Orewa Santa Parade – 29 November 4.30 p.m. for those wishing to take part. Notice is to be placed in the Progress.

Parts Shed – Arnold Van Zon is to stay on as Parts Shed Manager, despite not being a committee member.

Dehumidifier purchase – A replacement dehumidifier has been approved for the Library.

New Upholstery/Electrical shed – The suggestion is to build a separate shed adjacent to the museum to house the upholstery/electrical sections which is currently in the Storage Shed. This will allow for the storage of up to another 4 vehicles. This matter is still under consideration.

Battery Fire Truck – The purchase of two new batteries for the fire truck and the tow truck have been approved.

Christmas dinner – A Christmas dinner has been suggested, possibly to be held on the last Thursday morning before Christmas. Any comments should be addressed to Barb Stubbs. To be discussed further.

NSVCC Club Captains Report - John Castle

Coming Club Events

24th August (Sunday) – Daffodil Rally For Cancer in conjunction with Waitemata, Wellsford/Warkworth branches.This was well supported and 75 cars assembled at the clubrooms for the start and $1000 was collected .Further funds were collected at Matakana on the day and we expect North Harbour Ford with our 1930 Ford Model A on show will hopefully add to the figures this week. Despite the bad weather predicted it was perfectly fine for our event. Thankyou to all our helpers on the day. Update amount in cash received without the Eftpos monies $2919.71 –

Wednesday 29th October. - SGM, to vote on the Branch new constitution will be in Club Rooms at 7 pm (1900 hours). Your rules, your Club ,Your vote.

19/20/21st September – Spring Tour to Napier organised by Paul Collins. Registration forms are available at the Clubhouse , I understand from Paul we are up to 20 cars attending and motel accommodation is now quite tight in Tokoroa.

15th October (Wednesday) – Visit to "The Garage" classic car & motorcycle collection in Silverdale . Details to be advised and numbers attending will be limited.

23rd November (Sunday) – Club Run & picnic lunch organised by Richard Bampton to two superlative local gardens and a special model train collection.

29th November (Saturday) - Orewa Santa Parade. Parade starts at 4.30, so we need to be ready in Orewa at 3.30. Put this date in your diary, and it will be organised during November. Rain date, 30th November (Sunday).

18th December (Thursday) – final coffee morning for the year.

14th December (Sunday) – The Club Xmas Car show, gymkana and BBQ for members and family.

1st March 2026 Open Day & Car Show (Date Brought Forward)

Other Events

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

19th – 22nd February 2026 - Art Deco Festival in Napier

15th – 21st March 2026 – Vero International VCC Rally in Nelson .Registrations have now passed the minimum to hold the event and registrations close on 31st August although after that date you can still join but at a higher fee. A number of our NSVCC members will be attending and please add your details on the white board in the Club house if attending.

North Shore VCC Club Captains Report
- John Castle continued

Other-

Available for use by members are the Morris 8 and Chevrolet Cars.

M**embers workshop area** is almost clear of BSA parts so will be available very soon for club members to use again for their own vehicles. Register your interest to reserve a place on the white board.

New Members - Club name badges are available on request.
Email:northshorevcc@gmail.com or contact any committee member.

Regular Diary

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

Delegate's Report-Richard Bampton

I was very surprised when I attended the Executive Meeting and AGM.

I reported back that, at the Executive Meeting, following instructions from your Branch, I had voted against the Motion that the new Constitution should continue on its progress through the system.

I then wondered how most of the other Delegates reported back to their Branches.

Most would have had to say that the President admitted that the Management Committee had not followed the Club By-laws and then asked the meeting to ignore the By-laws. Many would also have to report that they stood up and said that they had every confidence in the Management Committee and since the Executive have been discussing the proposed Constitution for 3 or 4 years it was time to get it over with. So they voted to breach the Constitution/By-laws."

(Note the constitution states; The By-laws have the same effect as this Constitution and shall be observed accordingly….)

So, the Notice of Motion was deemed legitimate, and passed with 86% vote at the AGM.

It is rather sad that we have been discussing the new Constitution, but have chosen to ignore the existing one. Does that set a precedent?

On the matter of the Burtz Model A engines, we were asked to give our Branch's opinion, which will feed into Management Committee discussions. The majority suggested letting Burtz-engined cars in, but with some restrictions in competitive events.

Delegate's Report-Richard Bampton continued

A highlight was that, in some spare time, I was able to visit the Richardson Transport World in Invercargill. What an amazing collection of vehicles. I thoughtfully took some photos – of a Ford for the Ford boys, an Austin to keep that flag flying, and a Model AA truck so that Graham Cox knows what we will expect when he has completed his.

(**Eds. note_**These are distributed through the document)

Picture of the magnet on the Morris.

We have two new car magnets as shown on the Morris 8. These have been kindly donated by Magnets NZ in memory of Ernst Hansen, who was a member of our Branch.
These are also available to buy for your own cars.

Depending on how many we get orders for, the cost will be around $50 plus gst each.

Tony Sparkes

Club Event Daffodil Run

While the main Daffodil Day nationwide event was on Friday 29th August, our club got involved earlier on Sunday 22 August with a run to Matakana, a shared event with Waitemata and Warkworth/Wellsford clubs . (side note we have seen Warkworth spelt today as Walkworth!)Having to bail out from a ride with John Castle last month's NSVCC run. We were busy humming and "r"ring about going whenJohn again offered us a ride for the Daffodil event.

So that made up our minds with the decision we would meet at the club rooms at 9 am on Sunday Morning.

So we duly arrived with cars already lined up for the event

Caught up with John, who as the Club Captain was busy with his usual efficient self, overseeing that everything was going to plan. We even received our instructions to go and have a morning tea provided by Barbara Stubbs and Julia Croft.At the bottom of the stairs to the Club rooms, we were met by some flower girls posing by the Daffodils specially grown for the occasion, I mean the girls were specially dressed for the occasion. We clamored up the stairs and consumed coffee and after all it was morning tea time, so you know Barbara if there are three different types of biscuits, I am going to have one of each. Thank you, it's these things that make club outings a success and pleasurable for everyone.After morning tea it was time to go outside and see what was happening and view the unique cars assembling for the run.

Club Event Daffodil Run -continued

After viewing the cars, we assembled at the bottom of the stairs again as that was where the privileged Daimler was parked, our ride. This is where we joined in with a bit of camaraderie, with Julie wondering whether she should pull her top down or not, actually I am talking about her car top as we were not sure of the weather as it was finer than forecasted, but dark clouds were on the horizon but it remind fine for the whole event.

By this time the Marshalls were already getting the cars rolling, 30 seconds apart.

Please note, here I was taking a photo of John's Daimler. Good shot isn't it. As quick as the Marshalls were getting cars under way they were being directed in at the other end This is where the photos finish , the others disappeared or I did not take enough, so who knows you might find more at https://www.facebook.com/vintagecarclubnorthshore

Club Event Daffodil Run -continued

So if you would rather look at pictures there, I am sure you will find something to interest you. I did take another two photos but I can't put them here as they tickled my fancy so I gave them a special slot in the magazine, see if you can spot them.

The faster the cars and their passengers left, more were coming in but eventually the tail end Charlie's were gone, leaving us, I mean John to lock up. We clamoured into his Daimler and off we went and we followed the instructions to a T ! So having not got lost we arrived at the venue, the parking spot by the school in Matakana with Marshalls lining us up as if we needed to tie our horses to the hitching rails. It was obvious a lot got lost as there were plenty of cars who left before us that arrived at Matakana after us. Having had a look around and caught up with a few bods and sods, we walked to town to get a light bite. We were

informed in our walk that the sausages were pretty good back at the carpark but were also told about the Matakana Bacon Company's Bacon Butty Shop, located at The Big Green Shed, 2 Matakana Valley Rd, right next to the Matakana Village Farmers Market. The shop is open seven days a week, serving butties, baps, and burgers. The bacon: The bacon is dry-cured,nitrate-free, and sugar-free.The butties: In addition to the classic bacon butty, they offer other variations, including bacon and egg baps. So who could turn that down. I recommend it, but I don't get a commission.

After that we strolled back to the event, where people had all arrived and some had gone, while others were strolling around looking, talking and supporting the event buying a sausage and a coffee (yes we did as well). Light dinner for us that night. Eventually, with a few cars gone it was time to pack up, so we assisted where we could and to depart. Saying our goodbyes, unhitching John's steed called Daimler we piled on (into) and proceeded directly back to Club Rooms, the way we had gone up, with John dropping us off at our car and we went home for a cup of tea and 40 winks.

I believe it was a successful event with at least 75 cars at our and possibly more at Matakana. At time of writing a couple of Thousand dollars raised for the Cancer Society.

Daffodil Day Extra

This is Warren Thorburn's 1930 Model A Roadster on show at North Harbour Ford as part of our VCC Daffodil Day promotion .

JC

As you enter the doors at Ford this is what you see. They have a collection bucket too.

Dee Humphreys

Guess What

FORD IN NZ BOOK -

CANCER SOCIETY FUNDRAISING

Progress September 2025

With Ford New Zealand supporting our Vintage Car Club "Daffodils" fundraiser for the New Zealand Cancer Society, I am offering the last of the Ford in New Zealand books (RRP is $60) for $50, with a 10 percent donation from each sale going to the Cancer Society.

As well as being the author of that book, I am a member of the VCC in Wellington. In fact, Mike Pattison and I are the two principle organisers of the Wellington "Daffodils" event this year, again to be held at Brewtown - and Capital City Ford is our main sponsor once again.

The book shops are out of the Ford in New Zealand book, but I still have some to sell. **Would you mind forwarding this offer to your members please?** This will also help the Cancer Society.

Is the Ford in New Zealand book worth having? Well, as the author, you can imagine what my answer is likely to be! However, that book has become recognised as an authoritative history of the marque, and of the entire motor industry in this country. Indeed, our very own Kevin Clarkson - Editor of *Beaded Wheels* - reviewed the book and said "An excellent example of what a marque history should be: thoroughly researched, well written and with a great range of illustrations".

Allan Walton (Editor, *Classic Driver* magazine) wrote "...outstanding quality. A must-have for Ford enthusiasts and a valuable reference book for others interested in New Zealand's motor industry." Across the Pacific Michael McSems (The Geography of Ford, USA) wrote that "...this is an exceptionally well researched and well written book. John provides so much social, political and economic context, as well as product details."

The book is hardcover, and it describes the development of the Ford Motor Company in New Zealand. It is almost 400 pages long and in full colour. I've attached a few low-res page examples so members can see what they're getting. To support the claim that this book explains how the entire motor industry in this country developed, the last of those attachments shows Table 26, on page 351, which vividly illustrates what killed our assembly industry - a question so many people still ask.

How to Buy... The book will be listed at $50 on **Trade Me** - go to the Trade Me Books section and input **Ford New Zealand** into its search bar; Its available to purchase on the secure Ford in New Zealand History website - see www.fordnewzealand.co.nz (this is probably the quickest and easiest method); Simply reply to this email and we can deal directly, no problem!

Remember too, **Father's Day** is in just four weeks time!

Thanks, and I do appreciate your help in moving the very last of the Ford in New Zealand books, and which will also help the Cancer Society.- Best wishes - John Stokes

Have lens will snap:

Captured by Terry Costello.

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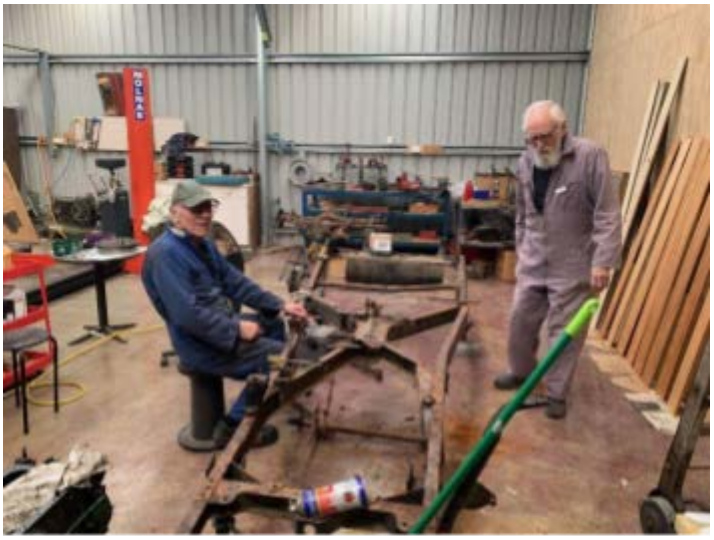

Tony and Bob dismantle BSA chassis

Jim upholsters with leather

Lyall touching up paint

David stirring engine in spares

Have lens will snap:

Captured by Terry Costello.-continued

Busy Day at Club rooms with Club Captain ,John Castle, getting ready to do his weekly speal in background-anonymous

Have lens will snap:

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Captured by Terry Costello

Richard repairing a Spade

Neville gives advice

Julie's lovely Chrysler in for a service

John on the buzzer

Les sorting Caroline's escort

Wade directing Kelvin back into shed

Bristol 450 -A Tale of Time

by Stuart Smith

Progress September 2025

Along time ago in the land of the long white cloud, a clutter of Bristol enthusiasts gathered a plan was hatched to recreate a Bristol 450. Now those of you immersed in Bristol Cars history already know that Bristol went racing in the early 50s, principally at the 24 hours of Le Mans. The goal then of course was to enhance the Brand of Bristol Cars. From here somewhat varied kit of bits was assembled into an ugly duckling and numbered as the 450, its first year racing career we won't discuss, but was far from successful for many reasons. The next year's effort was a lot better and resulted in a 2-litre class win for the team at Le Mans. It is this version that became the focus of the plotters.

The original cars were almost all scrapped after the terrible accident at Le Mans in 1955, one open top version survived and appears from time to time in the UK. Scaling off photos of the remaining 450 and making a few guesses enabled our team to come up with a 'close enough' set of drawings to recreate the beast.

To simplify the build, and confer some Bristol originality to it, we decided to base the recreation on a 2-litre Bristol chassis. A scrap 406 was sourced in the UK (406/5264) and shipped to NZ. There was an accompanying engine and this was shipped to Australia for the skilled attention of Julian Caples. Now to fit the drawings to the car. Lane Symtheman who founded BRONZ (Bristol Owner's Registry of New Zealand) did a wonderful job of drafting the body and drawing up of the back 2 seats, shortening the chassis and making it look like a practical project. Now how to make the body? Time to talk to the metal make bashers. Well that was the beginning of the bad news we would require a round 20 aluminium panels.

Bristol 450 -A Tale of Time

by Stuart Smith-continued

Each taking two days and wheeling into shape over a buck.With labour here around NZ$100 an hour, plus the cost of materials,and the welding everything together it was time to have a rethink. Clearly it was a labour problem, where was labour cheaper? SE Asia, is the answer, so a bit of research turned up an interesting outfit in Thailand, but after meeting we decided that we didn't really fit.I was discussing the problem with an old car enthusiast friend and he said, "You need to talk to Andy, he makes cars." So I met up with Andy in the UK and viewed one of his creations. Andy's hobby was making repro 'bird cages', our project interested him and as he had the experienced labour force, knowledge and capability he was obviously the way to go. Andy managed to source a second scrap 406 in the UK (406/5367 /406UPC) so he shipped that directly to his yard. The original cars were race cars, so they were pretty basic. Our aim was to have a car that looked as original as possible but was usable on the road. So we installed a heater and fresh air ventilation, noting comments from the original race drivers that the interior misted up dangerously quickly. The rear window was made openable to further enhance the ventilation and also allow stowage of a spare wheel.

We also decided that we needed to take Lane's fine design drawings a bit further and reproduce the final product in CAD. Apart from looking flashy, this would hopefully solve challenges such as where to fit the battery. Unless you are a full time draftsman on modern 3D CAD programs doing something as complex as a car takes an inordinate amount of time, so onto the internet and lo, there are lots of CAD guys and girls at $5 an hour in SEAsia of course. Using an intermediary (Upwork) to cover hiring and payment we got pretty good drawings at a sensible price and they helped us position the battery and tanks. So now we had the drawings, the chassis and engine, but how did it need to go

Bristol 450 -A Tale of Time
by Stuart Smith-continued

mainly around compliance which of course is aimed at safety first. Had the original 406 been NZ registered previously then
the compliance would have been trivial but sadly that wasn't the case for this chassis. At some point we decided it would be nice to have three 450s so we could all race together as a team in the Classic Le Mans, haha! To that end
we acquired another chassis, a LHD 405, and another engine. After a number of stops and starts, panic parts shipments from NZ, design modifications and the like, it was finally in a state where it could be shipped to NZ. There are still a few jobs necessary before we can submit it for certification, mainly fitting things like approved rear view mirrors and the like.

And that is very nearly ten years of on/off work! The first car, as you can see from the photographs, is now 90% ready for
local certification. Along the path to this point, we have acquired the core parts, chassis and engines for two more examples but haven't yet started these. Sadly Andy has decided to close his replica shop so if anyone is interested in taking them and the project over then we can help.

Editor note: The above item was supplied by Glen Smytheman, and Lane Smytheman, mentioned in this article for doing most of the design work on this car, is his father and a member of the NSVCC.

Xmas is on it's way again

Watch out for your Neighbour

Supplied by Barbara Stubbs

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DEAR NEIGHBOUR:

Hi, Max. This is Richard, next door. I've been riddled with guilt for a few months and have been trying to get up the courage to tell you face-to-face. When you're not around, I've been sharing your wife, day and night, probably much more than you. I haven't been getting it at home recently. I know that's no excuse. The temptation was just too great. I can't live with the guilt & hope you'll accept my sincere apology and forgive me.
Please suggest a fee for usage and I'll pay you.

Regards Richard

Max, feeling enraged and betrayed, grabbed his gun, went next door, and shot Richard dead. He returned home, shot his wife, poured himself a stiff drink and sat down on the sofa. Max then looked at his phone and discovered a second text message from Richard.

SECOND TEXT MESSAGE:

Hi, Max. Richard here again. Sorry about the typo on my last text. I assume you figured it out and noticed that the darned Spell-Checker had changed "wi-fi" to "wife." Technology, huh? It'll be the death of us all.

Daffodil Run, here we come I have the right colour car today and got the missus with me, She has the instructions of where to go.
So watch out there will be no barking today

Evolution of Automobile Painting

Progress September 2025

While Thomas DeVilbiss invented the spray gun in 1907 for the furniture industry, it was the subsequent development and adoption of his technology, along with the advent of materials like lacquer and later enamel, that led to the first fully spray-painted cars around 1923-24. This marked the beginning of the shift from labor-intensive, slow, hand-painting methods to a quicker, more productive, and higher-quality spray painting process for automobiles.

The Invention of the Spray Gun

Tomas DeVilbiss: adapted a medical atomizer invented by his father to create the first hand-held, air-powered spray gun around 1907. This spray gun could atomize liquid and apply it in a controllable pattern, drastically reducing the time needed to apply finishes compared to hand painting. Initially, the spray gun was used in the furniture industry, but its impact on efficiency and finish quality was quickly recognized.

Adoption in the Automotive Industry

Following DeVilbiss's invention, advancements in paint technology, specifically the development of new lacquers and primers by companies like DuPont, paved the way for spray painting automobiles. The combination of the spray gun and these new, faster-drying finishes allowed for the first fully spray-painted car to be produced around 1923-24. This innovation significantly accelerated the painting cycle, reduced drying times, and produced a more desirable, durable finish for vehicles.

This 1923 photo shows Charles Jeffery, an instructor at Master Motors Coach Refinishing of Detroit, using the latest technology in auto refinishing: paint brushes. Back then, cars were sanded with gasoline between brush-painted coats and polished with emery cloth. *(Photo courtesy of PPG.)*

VARNISH

At the dawn of the automotive industry, early motor-vehicles were painted in a manner similar to both wooden furniture and horse-drawn carriages of the time. A varnish-like product was brushed onto the vehicle's surfaces and subsequently sanded and smoothed. After multiple layers of varnish were established, the vehicle was then polished. Varnishes are generally composed of a combination of a drying oil, a resin, and a solvent.

LACQUERS

The first true automotive specific coatings would emerge in the early 1920s as a result of an accidental discovery. This liquid became the basis for nitrocellulose lacquer,a product that would become a popular staple of the automotive finishing industry for decades to come. Nitrocellulose was the first man-made plastic and it was created in 1862 by Alexander Parkes.Dupont chemist, Edmund Flaherty, would go on to refined the use of nitrocellulose dissolved in a solvent, to create a system that

Evolution of Automobile Painting

-continued

used a combination of naphtha, xylene, toluene, acetone, various ketones, and plasticizing materials that enhance durability and flexibility, to create a fast drying liquid that could be sprayed. Nitrocellulose lacquer has the advantage of being extremely fast drying, and it produces a tougher and more scratch resistant finish. By the 1930s, the development of alkyd enamel coatings would offer a significant enhancement over the properties of existing lacquers. This reaction occurs between the fatty-acids of the oil-portion of the resin and oxygen from the surrounding air, creating a durable film as the solvent evaporates.

ACRYLICS

In the 1950s, a new acrylic binder technology would be introduced that would transform the automotive coatings industry. Acrylic paints are based on polyacrylate resins. These synthetic resins are produced by the polymerization of acrylic esters or acrylates, forming a durable plastic film. Like previous systems, the acrylates are dissolved within a hydrocarbon solvent and applied using spraying.However, unlike alkyd, acrylate polymerization occurs without surrounding oxygen, and in most production acrylic systems, is initiated with a catalyst based on isocyanates or melamines. Polyacrylate resins do not easily absorb radiation in the solar spectrum, giving them excellent resistance to UV degradation, when compared to previous resins.

UNDERCOATS

Since the inception of its use, most of these undercoats or primers were composed of a combination of alkyd and oleaginous resins to produce an interface coating. Initially these coatings were applied to individual panels through dip coating, though this would eventually evolve to a combination of dipping and spraying entire body assemblies. Because undercoats directly interface to the vehicle's base metal, they serve as the primary form of corrosion protection.However, the process by which they were applied resulted in inconsistent coverage throughout the vehicles. This was due to recesses and enclosed areas on the vehicle’s body. In the 1960s, Ford Motor Company would pioneer a dramatically different approach to vehicle priming through electrodeposition. The car body is coated on the production line by immersing the body in a tank containing the aqueous primer dispersion and subjecting it to a direct current charge.

Evolution of Automobile Painting - Continued

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EPA

Constituent resins and their quantities as well as the catalyst formulation, the sequence and rate of how this polymer network is formed can be modified, and the properties of the composite film adjusted to suit the needs of the product.By the end of the 1970s, the EPA had sought to reduce photochemically reactive hydrocarbon solvent discharges from industrial finish operations by introducing emission requirements that restricted finishes to be sprayed at a minimum volume solids content of 60%.

CLEAR COAT

This initiative led to a new approach to how automotive finishes were utilized, with specific functions of an automotive coating now being directly engineered into each layer. In the Late 1970s, the first wet-on-wet systems were developed that consisted of a thin base coat and a thicker clear coat. This separation of coating function now allowed for completely different chemistries to be employed between layers. Based on solvents composed of glycol ethers and water, these systems dramatically reduced hydrocarbon emissions and were generally high solid in nature, easily meeting EPA requirements .

POLYURETHANES

Modern automotive coatings overcome these limitations by using a hybrid dispersion of acrylics, polyurethane and even polyesters. These systems, known as acrylic-polyurethane enamels, incorporate the monomers of each resin in a proprietary combination that, once initiated by a catalyst, undergo polymerization. By adjusting the ratio of monomers, crosslinking agents, and additives, manufacturers can fine-tune the coating's properties to meet specific performance criteria. These include enhanced UV resistance, superior gloss retention, improved flexibility, and increased chemical durability — all essential for withstanding the rigors of environmental exposure and daily wear.

The resulting film forms a dense, resilient matrix that not only protects the vehicle's surface but also elevates its aesthetic appeal. Unlike earlier systems, acrylic-polyurethane enamels cure more efficiently, often requiring lower bake temperatures, which reduces energy consumption and broadens their application across diverse manufacturing environments.

This evolution marks a pivotal shift from purely functional coatings to formulations that embody both protection and beauty — a fusion of science and style that reflects the changing expectations of automotive design.

Guide to Looking after your Car Paint

Cutting and polishing car paint, also known as paint correction, is a process of restoring a vehicle's finish by removing a very thin layer of clear coat to eliminate imperfections like scratches, swirl marks, and oxidation. This process reveals a fresh, smooth, and glossy surface.
Here is a step-by-step guide on how to cut and polish your car paint:

1. Preparation and Decontamination

Thorough preparation is crucial to avoid causing more damage.
Wash the Car: Start with a thorough wash using the "two-bucket method" (one for soapy water, one for rinsing your wash mitt) to remove all loose dirt and grime.
Decontaminate the Paint: Even after a wash, tiny contaminants like tar, sap, and iron particles can be embedded in the paint. Use a clay bar or an iron remover to pull these from the surface. A simple test is to glide a plastic bag over your hand and feel the paint—if it feels gritty, it needs to be decontaminated.**Dry the Car:** Ensure the car is completely dry before moving on.**Mask Off Trim:** Use masking tape to cover any non-painted surfaces like rubber seals, plastic trim, and emblems. This protects them from the compounds and the polisher.**Work in the Shade:** Always work in a shaded, cool area. Polishing compounds can dry out too quickly in direct sunlight or on a hot panel, making them difficult to work with and potentially leaving a residue.

2. The Cutting and Polishing Process

This is a two-step process that can be done with a machine polisher or by hand, though a machine is highly recommended for best results and efficiency. A dual-action (DA) polisher is the most beginner-friendly option, as it is less likely to "burn through" the paint. **Materials you'll need**:**Machine Polisher:** A dual-action (DA) polisher is a great choice for beginners.**Cutting Compound:** An abrasive paste designed to remove imperfections. **Polishing Compound/Polish:** A less abrasive compound used to refine the surface and enhance gloss after the cutting step.**Cutting Pads:** More aggressive pads, often foam or microfiber, used with the cutting compound.**Polishing Pads:** Softer pads used with the polishing compound.**Microfiber Towels:** For wiping off excess product.
Inspection Light: A good light source (like an LED light or a detailing pen light) is essential to see swirl marks and scratches.

The Process:

Perform a Test Spot: Before you start on the entire car, choose an inconspicuous area (like the lower rocker panel) to test your products and technique. This helps you determine the least aggressive combination of pad and compound needed to get the desired results.Start with a light-duty polish and a finishing pad. If this doesn't remove the defects, move to a more aggressive combination.The goal is to remove as little clear coat as possible while achieving a flawless finish.
Apply Cutting Compound: Attach a cutting pad to your polisher. Apply 4-5 pea-sized drops of the cutting compound to the pad. Dab the pad onto a small section of the car (about a 2' x 2' area) to distribute the product.Turn on the polisher at a low speed to spread the compound, then increase the speed to the manufacturer's recommended setting.Use light to moderate pressure and move the polisher in a slow, overlapping crosshatch motion (horizontally then vertically) to ensure even coverage. Keep the polisher moving to avoid heat buildup.

Guide to Looking after your Car Paint

-continued

Wipe and Inspect: After working the compound, use a clean microfiber towel to wipe away the residue. Inspect the section with your light to see if the scratches and swirl marks are gone. If not, you may need to repeat the process on that section or switch to a slightly more aggressive combination.

Repeat Cutting: Continue this process, working on one 2' x 2' section at a time, until all the panels you want to correct have been cut.

Polish the Paint: Once you're done with the cutting stage, switch to a clean, less aggressive polishing pad and a polishing compound.Apply the polish to the pad and work it into the paint in the same small sections using the same crosshatch motion. This step refines the finish, removes any light haze left by the cutting compound, and restores a deep, mirror-like shine.

Final Wipe Down: After polishing each section, wipe it clean with a fresh microfiber towel.

3. Protection

After cutting and polishing, your paint is stripped of any old wax or sealant and is vulnerable. You must apply a protective layer.

Apply Protection: Apply a wax, sealant, or ceramic coating to protect the newly corrected paint. This will help maintain the finish and make future cleaning easier. The type of protection you choose depends on your preference and budget, with ceramic coatings offering the longest-lasting protection.

By following these steps, you can safely and effectively cut and polish your car's paint to remove imperfections and restore its brilliant shine

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Why did the car’s GPS go to therapy? It kept directing people to crash sites. Why did the car go to the beauty parlor? It needed polish after the crash.

The car crash was so loud, it sparked everyone’s attention.

What do you call a group of cars that crash together? A crash course.

And a pun for Father’s Day- Dad, you’re the wheel deal.

Hot Riveting

Progress September 2025

Hot riveting is a process where rivets are heated to a malleable state, inserted into pre-drilled holes in two or more pieces of material, and then hammered or pressed to
form a secure joint as they cool and contract. This method is particularly useful when the rivet material has poor plasticity, the rivet diameter is large, or when a strong clamping force is needed.
Choosing the right material for the rivet is crucial. Alloys that exhibit good formability at elevated temperatures and provide high strength once cooled are often used. Common materials for hot riveting include high-carbon steels, specific aluminum alloys, and sometimes copper.

How it works:

1. **Heating:**Rivets are heated to a high temperature (e.g., around 1,100°C), making them soft and easily shaped. There are various methods to heat the rivets to the required temperature:

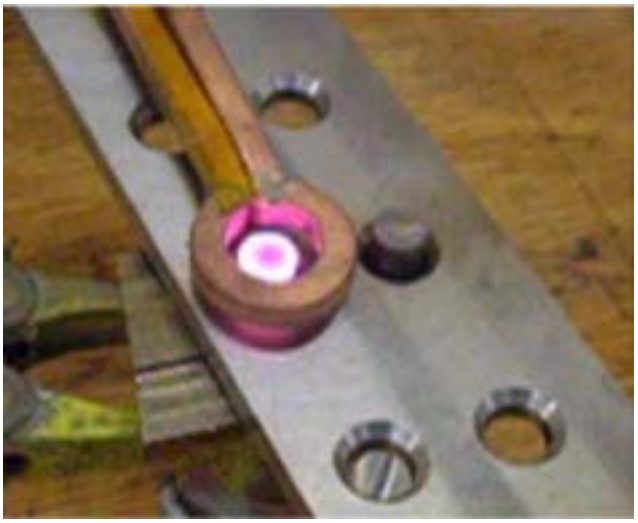
Induction Heating: This method quickly and uniformly heats the rivet through electromagnetic induction. It is very efficient and precise.

Gas Flame: A traditional but less precise approach where the rivet is heated directly with a flame.

Oven Treatment: Rivets are heated in an oven to the desired temperature. This method is suitable for series production as it can process multiple rivets simultaneously.

Temperature Control

Precise temperature control is essential to achieve the desired properties of the joint. Typical temperatures range between 600°C and



Hot Riveting-continued

1000°C, depending on the material. The temperature affects the flowability of the material and, consequently, the quality of the joint.

2. **Insertion:**The heated rivet is quickly inserted into the pre-drilled holes of the pieces to be joined.
3. **Shaping:**A hammer or press is used to deform the protruding end of the rivet, forming a new head (also called upsetting).
4. **Cooling:**As the rivet cools, it shrinks, creating a tight clamping force between the joined materials. The cooling process can influence the properties of the joint. Controlled cooling can enhance mechanical properties such as hardness and strength. In some cases, the rivet is quenched after setting and forming to further increase its strength.

Advantages:

Strong joints: The clamping force generated during cooling creates a strong and reliable connection.

Suitable for large rivets and thick materials: Hot riveting is often preferred when using large rivets or joining thick materials.

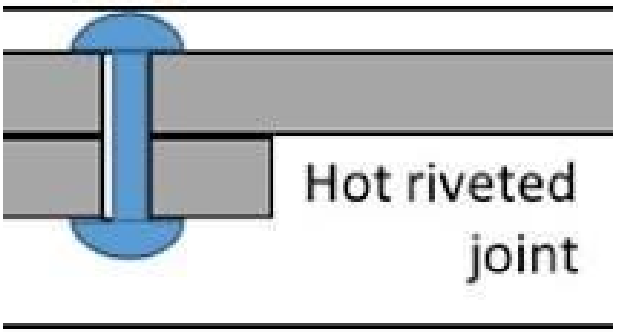
Speed: While hammering can be slower, using a press or punch allows for faster hot riveting.

Disadvantages:

Requires heat source: Hot riveting necessitates a heat source to soften the rivet, adding complexity to the process.

Potential for gaps: In some cases, the cooling and shrinking process can create small gaps between the rivet and the material, potentially weakening the joint.

Material limitations: Not all rivet materials are suitable for hot riveting.



Skinner's Barn Finds

Progress September 2025

1959 Goggomobil Dart

Sydney automotive entrepreneur Bill Buckle created one of Australia's most distinctive microcars by combining German engineering with Australian ingenuity.

The Goggomobil Dart utilized the proven chassis and mechanical components of Hans Glas's German Goggomobil, topped with Buckle's own fiberglass roadster body to circumvent Australia's prohibitive import duties on complete vehicles.

This doorless two-seater featured step-in access over low body sides, with bucket seats that tilted forward for easier entry. The minimalist approach extended to instrumentation, with only a single Kienzle speedometer mounted in the simple dashboard.

Weather protection consisted of a convertible soft top and removable side curtains secured with basic fasteners.

The rear-mounted twin-cylinder two-stroke engine came in either 293 cc or 392 cc configurations, producing 15 to 20 horsepower respectively. Connected to a four-speed manual transmission, these air-cooled powerplants delivered top speeds of approximately 60–65 mph while achieving excellent fuel economy.

The complete package weighed just 760 lbs (345 kg), making it light enough for two people to physically lift and reposition.

Henry Ford built his first automobile, the Quadricycle, from whatever parts he could find. Its two cylinders were made from a steam engine's exhaust pipe, the seat came from a buggy, and its wheels were from bicycles. Ford read about other automotive experiments, but he learned much through trial and error. He took his first drive on June 4, 1896.

Celebrate 19th-century motoring, recognizing innovative vehicles like the Quadricycle, at Old Car Festival September 6-7 in Greenfield Village. Learn more at THF.org/oldcarfestival.

Image: 1896 Ford Quadricycle in Greenfield Village, 1952

I HAVE A DREAM CHARITABLE TRUST NEW ZEALAND

CAR MG CLUB

Webb's Est. 1976

Charity Auction 30th September 2025

Don't miss your chance to own a stunningly restored 1961 MGA Mark I.

This iconic car was restored over three years by Tikipunga High School Automotive Trades Academy students after being donated by lonl g-time I Have a Dream supporter, Dave Cotty.

It will be auctioned during the MG Car Club Auckland AGM, with all proceeds being shared between I Have a Dream and Tikipunga High School to support education, mentorship, and brighter futures for youth.

6.15pm drinks, 6.45 auction, 7.15 Dinner (dinner $40 - contact mgparts.nz@outlook.com)

Auctioneering support to be provided by Webb's Auctions Collectors' Cars, Motorcycles & Automobilia department.

For phone or absentee bidding, please contact: **jodie@ihaveadream.org.nz** to register

I Have a Dream is a New Zealand charity dedicated to inspiring dreams and enabling futures for tamariki (children) and rangatahi (youth). Its long-term support model sees each programme participant (Dreamer) guided by a dedicated Navigator from school years on to tertiary education or employment.
Learn more at: www.ihaveadream.org.nz.

In partnership with

TIKIPUNGA HIGH SCHOOL
Successful learners - the only option

Auction Details
Tuesday 30 September
Remuera Club
27 Ohinerau Street, Remuera

Wanted to Buy

Progress September 2025

Wanted to Buy

A 15 year old classic car enthusiast (my son Callum – see opposite) is looking for his first classic car with criteria being: sporting; suitable for driver 6 feet tall; manual; some work required is fine but ideally a live registration (WOF not essential). Examples of makes include: Buckler; Paton Ford, Porsche 924, Mistral, MGBGT, Ford Escort, Beattie, Redline.

We are based on the North Shore but will consider a car from anywhere in NZ. I am hoping that someone might have a car sitting in the barn or garage that they are ready to pass on to someone that will enjoy and use it in the years to come. Please call Glen on 021 192 7486 or email glen@wbb.co.nz

Brit & Euro Classic Car Show's post

Brit & Euro Classic Car Show
11 April 2021 ·

This young man - Callum Smytheman - absolutely epitomises what we aim to achieve in bringing the joys of car ownership to the younger masses. Callum, it was an absolute pleasure chatting with you and we hope you keep coming to our show in your Dad's AC Ace.

Bristol 406 for Sale

Progress September 2025

With a new addition to our family of a 1960 AC Aceca Bristol we are selling two Bristol type 406 cars. These are the only type 406 Bristol cars in NZ of only some 160 type 406 Bristol cars
built. Please contact Glen Smytheman on 021 192 7486 if you are interested or email glen@wbb.co.nz.

1: Bristol 406 rego LS 406. This car has the 110 series 2.2 litre engine with overdrive, four wheel disc brakes and is viewed by many as the best 6 cylinder touring Bristol built. This car was originally registered in Glasgow in the UK (we still have the UK plates) and then exported to Fiji, and then came to NZ about 40 years ago. The engine was reconditioned within the last 3,000 km and the car is currently out at Fogg Motorsport (picture below) for tuning and will be sold with a fresh warrant and registration. This car goes quite well and we believe that the camshaft may be out of a 110S engine as fitted to a 406 Zagato. The body has lots of Patina so would benefit from a panel and paint but is quite usable as is. The price is NZD25,000. The asking price is (regretfully) less than the value of the engine and gearbox. The photo is as below and no that is not AI generated – there is a NASCAR in the loft and a Ferrari upside down in the roof!

2: Bristol 406 rego GB4 needing restoration. The key for this car is that it has live NZ registration, which has been renewed in the last week. This makes this car much easier to put back on the road in NZ. We were going to use this car as the basis for a Bristol 450 replica but with the addition of the AC Aceca Bristol to our family, this car is now surplus to requirements. The asking price is NZD$4,300. We could potentially make Bristol engine and overdrive gearbox available for this car by separate negotiation, or you might like to consider a transplant such as a Triumph engine.

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

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