



North Shore Vintage and Classic Car Club

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Progress:

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

What is This?



The 1928 Chrysler Model 72 Roadster was a standout in American automotive engineering, blending performance with elegance during the interwar years. Powered by a 248.9 cu in inline-six “Red Head” engine producing 85 horsepower, it featured hydraulic brakes and a three-speed manual transmission—advanced for its time. Its lightweight build and high-compression setup made it surprisingly fast, even earning Chrysler podium finishes at the 1928 Le Mans and Mille Miglia races. With sporty styling, wire wheels, dual sidemount spares, and a rumble seat, the Model 72 Roadster was both a driver’s car and a collector’s gem.

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Chairman's Report: John Higham.

June 2025.

A blue graphic with a white border, containing the text "Progress July 2025" in white. The graphic is tilted slightly to the right.

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Hello Members,

The Annual General meeting of the Branch on 11 June 2025 has come and gone. Thank you to retiring members of the committee and to those who put themselves forward for Branch officer and committee member positions. This was a rare occasion where we had more nominations for committee than positions available. Welcome to the new appointees.

One thing that became clear in the finalisation of the Branch annual accounts was that the asset register is somewhat out of sync with reality. This financial year we need to have a stocktake of assets and reassess valuations so that insured values and the register values align, and written off or disposed of items are deleted and any new or unaccounted items are included. Anyone with valuation expertise, please make yourself known!

You should all have received a copy of the national body VCCNZ (the Club) proposed constitution with your latest Beaded Wheels. It is a somewhat daunting document to read and comprehend. The Club will soon be sending out voting papers to each member for you to agree or disagree with adopting that as the new Club constitution. This latest draft is a culmination of several previous drafts which our Delegates, committee and a couple of interested Branch members have been keeping abreast of over the last several years.

The committee has prepared a commentary of points relating to the proposed Club constitution. The committee is not advising members on how to vote, that is up to each of you to do as you wish. Rather, it is to draw to members' attention some matters that the committee believe to be of significance. What each member then thinks, is up to them to decide.

John Higham

Letter to Editor--Parts Wanted

Hi, About 18 months ago I put an ad for Jaguar MK1 parts in the beaded wheels. One of your members rang me about doors he had in his loft somewhere. He was going to check what condition they were in, and in the meantime I have lost his phone number. Are you able to put a note into your newsletter or next email asking if they could ring me?

Regards Stephen Atkinson (member Whangarei branch VCC)

ph:027 780 3307 email: atkinsonstephen00@gmail.com

Committee Meeting Notes: .

July 2025 Committee Meeting from Maurice Whitham.

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New Members: Kenneth Gardiner

Notes: **Saturday Opening** – Following a message left in the Suggestion Box, the topic of opening on a Saturday was discussed. A suggestion was the second and fourth Saturday of each month, say between 9 -12. There will be a need for supervision to be arranged especially when using the hoist and specialized machinery. Need a committee member rostered to attend. Feedback from the membership is welcome.

Health and Safety – The question of Health and Safety has been discussed again, following a recent accident. All significant accidents/incidents need to be recorded. Previous papers are currently being reviewed.

Lanchester – It was reported that we have received a couple of inquiries in relation to the Lanchester, one from Orewa and one from Tauranga.

Air Compressor Outlets – Increased compressed air running to outlets was discussed for the Restoration Shed and maybe the end of the shed near the BSA. Need to get costings prepared for the works. A report will be forwarded to the next committee meeting.

Booking of Club Vehicles – The need for bookings for club vehicles was discussed and needs to be formalized. We need to check and discuss at the next meeting.

Young Drivers, Old Cars – Target young drivers through the schools, possibly through the Mazda Club. It was suggested that a drive about the field and other activities in order to attract younger members. It was pointed out that English car clubs undertake similar activities. To be discussed at a later meeting.

National Constitution overview – The National Constitution Notice of Motion was discussed at length and an advice paper will be prepared for the Club Membership prior to voting, which will be held in August.

Upcoming Events: John Castle



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North Shore VCC Club Captains Report – June 2025

2nd July (Wednesday) - 7pm audio/video presentation on The Irishmen Rally by Terry Costello at the Club room. See Flyer

20th July – Club Run out Nor west with visits to two Club members collections finishing with lunch at the Kaukapakapa Pub. Organised by Russell Ness & John Castle

24th August (Sunday) – Daffodil Rally For Cancer in conjunction with Waitemata, Wellsford/Warkworth branches. We need as many Car club members and individuals as possible so please pass the word among your one make clubs all are welcome to join in.

Destination is Matakana the same location as previous events.

This year it will start from our Club rooms with a Flyer to be sent out.

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

19th October – Club Run to visit a local garden and picnic lunch organised by Richard Bampton

23rd November (Sunday) – Club Run to be organised (maybe the Garden run?)

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

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

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

Other Events

5th – 6th July - Winter Woollies Wander organised by Wellsford/Warkworth Club

Contact Leon Salt 0274238122

13th July – Rotorua VCC Swap meet at Paradise Valley Raceway.

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

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

Upcoming Events: John Castle

Regular Diary

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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

Editorial

Well another editorial to write on a rainy wet dark winter night. I've just been thinking about our club members — especially those who are unwell or have had mishaps. You're all on our minds and we're sending good vibes and speedy recovery your way.

We are in a world of silent EVs but the roar of a V8 and the scent of aged leather still stir the soul. Vintage and classic cars aren't just machines—they're time capsules, stories on wheels. They remind us that motoring through the ages had its ups and downs, and that driving was and should be an experience, not a chore.

I know each of you and your own vintage and or classic vehicle(s) has a tale to tell so how about sharing your story. Whether it's a '63 E-Type or a '57 Chevy, these classics connect us to eras when the road was open and the rules were fewer. Let's have fun on the road—these are not just collectors' pieces, but living, breathing legends with adventures to share.

I appreciate all the stories and photos that are coming forward, however we always need more. It could be something that has happened in the sheds, some piece of information /process regarding our cars you want to share -Wade Alexander

Presentation of Awards at AGM

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**Barb Stubbs receiving Ladies Trophy
presented by John Castle**



**Rolling Pin Trophy been received by Jim Hefkey
for Lyn Hefkey and himself presented by John
Castle**



**Owen Sturges receiving the Restoration Trophy presented
by John Castle**



**Paul Collins & Kevin Lord receiving the Veteran
Trophy presented by John Castle**

Presentation of Awards at AGM continued

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Martin and Margaret Howson receiving Martin's 35 year Service Award Presented by John Castle.



25 th Year award received by Kelvin Hawke presented by John Castle



Tony Sparkes receiving the Hard Luck Trophy presented by John Castle

In Absentia
Most Enthusiastic Member Award to Terry Costello

Presentation of service Awards:

35 Years – Martin Howson
25 Years – Kelvin Hawke

North Shore VCC Club June's Run To The Naval Museum

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On the Sunday of Matariki Weekend a group of approximately 20 members meet up at the Northshore VCC club around 9.00 - 9.30 am. Some of us enjoyed freshly baked dates scones courtesy of chef Wade and a cuppa before starting out on the day's run. Thankyou to John Castle for opening up the Club rooms and putting the urn on and Andrew Lunt also for coming along and actually putting the heat pumps on .



This run was around the Northshore through or as close to all the Bays - so very much an urban adventure timed to arrive at our destination, which was the Torpedo Bay Navy Museum, by 10.30 am. Although windy the weather cooperated and we actually had sunshine - well



some of the time anyway.

Everyone found something to interest them at the museum (with several ex Naval officers amongst the group reminiscing about their respective years of service).

Thanks too to Euan, a museum staff member, who gave us background and interesting information on the building and museum contents.

North Shore VCC Club June's Run To The Naval Museum -Continued

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we
at



It was well worth visiting and finished up with refreshments the Torpedo Bay Cafe looking out at the activities on the harbour.



VCC Report from Branch Delegate

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You are about to be asked to vote on the most important Motion that you are likely to encounter during your membership of the NZVCC.

You will all have received, from the National Management Committee a Notice of Motion regarding the proposed constitution, which also contains a new management structure for the NZVCC. Our Branch committee has sent out a critique of the Notice of Motion, and I urge you all to read it carefully. If there are any parts of the proposed constitution that you are worried about you should vote against the Motion.

I also know of three Branches (there may be more) that are challenging the legitimacy of the Motion, on the grounds that the Club constitution and By-laws were not followed before an Executive meeting, and therefore the Motion is invalid. We will have to wait for this challenge to be resolved.

Another concern for me (and I have not checked this with anyone else, but I believe that I am right) is that the Incorporated Societies Act 2022 sets out certain mandatory paragraphs that must now be included in any constitution. A quick look through the proposed constitution shows that there is no mention of Charitable Status, Minimum Number of Members, Written Consent to Become a Member, Qualifications of Officers (i.e. must be a member, over 16 etc.), Conflicts of Interest and Interests Register, Access to Information for Members, Balance Date, all of which are mandatory. If I am right, that is 8 areas where the proposed constitution may be rejected.

Fortunately your Branch Committee, instead of waiting for the Club (national) constitution has already started reviewing our Branch constitution, and will include all the mandatory clauses so that we have our new constitution signed off well before the deadline.

Richard Bampton

Have lens will snap: Captured by
Terry Costello.

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Checking a Studebaker diff (above and right)



Terry restoring Willis door



Making sparks



It goes there



Have lens will snap: Captured by
Terry Costello.

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Is this our singer ?



Lyall doesn't know where it went



Gear lever still stuck



Paint a square here says Richard



What's Hacking?



Neil on the lathe

Have lens will snap: Captured by Terry Costello

continued

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Richard Ellis is Media Blasting the Willys Bonnet



Willis motor check up



Jim on Willis upholstery



Jim tidies seat



Jim fitting upholstery



Lyall on paint touch up

Have lens will snap:
Captured by Terry Costello
continued

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Tony and Jim closing Riley up



Bruce Ray and Neil



The Snapper Snapped

Skinner's Barn Finds

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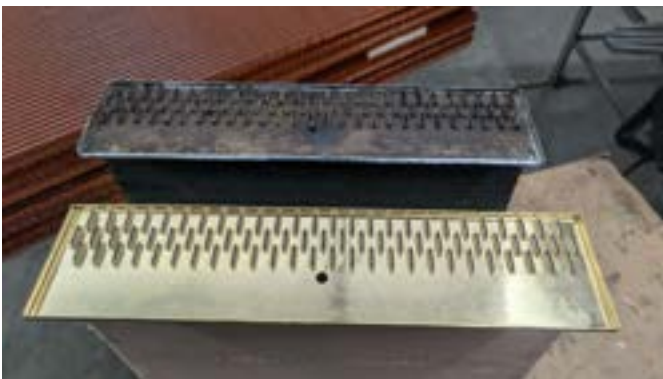
Should I Replace Or Rebuild My Original Radiator



In today's "disposable economy," replacing broken parts is common. However, for classic cars, designed for maintenance and rebuilding, replacing original components like the radiator can sacrifice originality. While modern radiators offer superior technology and efficiency, they lack the original stampings, patina, and serial number plates crucial for numbers-matching vehicles.

For a modified classic, an aftermarket radiator is often the best solution. But for a concours-level restoration where originality is paramount, a replacement means losing that critical "100% original" status.

The solution is recored radiators. Your original radiator can be cleaned, disassembled, and fitted with a new, modern-engineered core that mimics the original's appearance. This process reuses your original tanks, preserving authenticity while providing improved cooling efficiency with stronger fins and thinner tubing for better heat transfer. This way, you get the best of both worlds: modern performance and classic originality.



Maybe there are recommendations out there that members can make to others as US is a long way to send a radiator for refurbishing and you may of got good service

Many Years and a Few Classics

Russell Ness

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In the late 50s the visionary Alec Issigonis designed a revolutionary response to the oil shocks at the time. For Alec Issigonis, the crisis was a chance to prove himself. The task: a car with lots of space inside with minimum dimensions outside, seats for four passengers, impeccable driving characteristics, superior fuel economy, and a very affordable price. That's exactly what he did. And the result was the creation of more than just an economical car. Whether you love them or hate them, the design was enduring and the car became iconic. They were also ideally suited to performance modifications and were spectacularly successful in many forms of motorsport - particularly the Mighty Cooper. many forms of motor sport – particularly the mighty Cooper.

I have always loved minis. My first, purchased in 1978, was a yellow, 1963 Austin Mini with hockey stick gear lever and cord inside door opener. Over several years of ownership, I added wider wheels, a Cooper head, extractors and a weber carb.



After wringing as much power as I could out of the old mini on a student's income, I then traded it on an Austin Healey Sprite but kept the performance parts and returned the car to standard.

Many Years and a Few Classics

Russell Ness -continued

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I replaced the lever action shocks on the Sprite, fettled the motor and tidied up the interior but with a young family the 2-seater was impractical.



While driving through Pt Chev one day, and still a poor student, I saw a gold 1966 Mini Cooper 997 for sale. So I traded the Sprite on it, and this became my second mini. I drove this car to my first job in South Canterbury.



Then, when driving through Timaru one day I spotted a 1967 Aussie Cooper S 1275. I traded the 997 Cooper on the Cooper S and, a year later, drove this car back to a new job back in Auckland.



While owning the Cooper S, I decided to build a race car. I bought a mini shell, motor and all the bits and pieces to put together a car – including fitting a basic roll cage.

The car competed in a range of events but when I was offered a job back in Canterbury, I sold both minis, bought a motor bike and rode the bike South.

Many Years and a Few Classics

Russell Ness -continued

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In 2013, after the children had grown up and left home, I spotted an



article in NZ Classic Car magazine featuring a 1967 Aussie Cooper S that had been successfully raced for many years in Wellington. This car had been carefully modified for racing but came with everything necessary to put it back to factory original so I bought and raced it. It also had great provenance and to this day, I regret selling it. At the Hampton Downs

Ferrari Festival while parked in the pits the car was accidentally damaged by another competitor. The whole front and back ends of the car needed to be replaced and, thankfully during the repair, rust was found in the rear panels and removed.



I continued racing the car until I spotted, and fell for, a 1966 Mk2 3.8L Jaguar and so, in 2016, the Cooper S was sold and headed to Queenstown with a happy new owner (I have tried, unsuccessfully, to buy that 67 Cooper S back but the new owner still loves the car).



I missed racing and the Jaguar was not really set up for competition so I started to look for a suitable track car. In 2018 a 1960, Austin Healey 3000 ex Targa car became available. I managed to trade the Jaguar for the Healey which I raced for several years.

In 2022, an Australian collector of historic racing cars heard of the Healey and wanted to add it to his collection. However, he did not confirm the purchase in time and another person saw the car in action and made an offer. The offer was accepted and I found myself without a classic car. He contacted the collector

Many Years and a Few Classics

Russell Ness -continued

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and asked what cars he had in his collection. It turned out he had a restored Mk 2 Aussie 1970 Morris Cooper S which was quite rare and not for sale. Eventually the collector relented and the car was shipped from Perth to Auckland and complied. Although the bodywork and interior were pristine, the motor was standard, the gearbox very worn and sloppy and most of the electrics were not connected. The car had been raced in its past and had adjustable dry suspension, stainless exhaust and other period correct performance modifications. I decided to set the car up for racing and keep everything as it would have been in 1970. The electrics were sorted, the brakes uprated and a new steering rack fitted. The motor and gearbox were completely rebuilt by Phil Deane to be original, fast and reliable, finished by Minibitz and tuned by Paul Walbran.



In addition to the performance motor, clutch and gearbox, the car now sports uprated fuel pump, bigger 1 ½ inch SU carbs, K and N air filters, rear anti roll bar, tachometer, extinguisher and 4-point harness. It now does track days and Classic Trials events and continues to be road legal.



With the Cooper S set up for competition, I wanted a very original potential show car for displays and events. A very tidy 1964 Mk 2 Jaguar popped up on Trade Me and was purchased. However, it turned out the car had a number of features that made it practical and

Many Years and a Few Classics

Russell Ness -continued

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drivable but not completely original so the car was sold.



Early in 2025, a 1964 Austin Cooper S 1071 became available. The 1071 block is the same as the 1275 block except for the shorter stroke. This meant it could rev to 8-9000 rpm. Many of these were raced and did not survive. Given not many were ever made (around 4000 including the Morris version), this is a rare car. This car came with full provenance back to its purchase in the UK, shift to NZ and full ownership

and mechanical history. The car was restored using new old stock parts from NZMC and is now in concours condition. I bought the car and often drives it to the Thursday morning tea at the club.

So now I have the 1964 Cooper S and the 1970 Cooper S. The 64 will be kept in original pristine condition for Sunday drives and shows and the 70 will be for track days and Classic Trials. There are many cars that I would love to own so I tend to buy and sell my classics. My current wish list includes a Lotus Elan, Austin Healey Frog Eye Sprite, Mk 1 Lotus Cortina, Sunbeam Tiger or Morgan Plus 8.

Why did the driver get kicked out of the car? He kept making crash decisions.

Why did the car's insurance go up? The provider thought it was a high-risk vehicle.

What do you call a car crash with no injuries? A fender-bender with no strings attached.

Why did the car's GPS go to therapy? It kept directing people to crash sites..

Why did the car's owner bring a magnet to the crash site? He wanted to attract some attention.

A BSA CALLED "ARTHUR"

By Les Elmer

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1929 – 1972

Early Days

Back In the 1930's my Dad, Arthur Elmer, had a best mate, Arthur Ormes, who {I guess to avoid mistakes}, was always referred to as Artie. As my middle name is Arthur, and in memory of both of those previous Arthurs, my BSA has always been known as 'Arthur'.

I grew up in Mackay, North Queensland which is a long way away from the big smoke. In 1931 Artie's older brother, Reg Ormes bought what is now my BSA second-hand from Bennett & Wood, the BSA importing agents in Sydney, and he rode it North up the NSW coast the 600 miles (960km) to Brisbane.

Reg was owner #2 and the 1st owner is unknown, as Bennet and Woods' records [and the QLD Govt Licensing Records] of the period have been lost.



Reg & Artie Ormes – Apr 1932

In April 1932 a photo was taken in Brisbane with Reg in the saddle and Artie on pillion, about to leave Brisbane to ride down to Sydney [and return], to be among the first people to motor across the newly opened Sydney Harbour Bridge. Back in Brisbane after that mammoth 1200 mile (2000km) round trip on mostly gravel roads, the bike was in daily use by Reg.

In 1934 Artie became owner #3 when he purchased the BSA from his brother and rode it North from Brisbane up the Queensland coast [also 600 miles (960km)] to Mackay. Artie replaced the acetylene lighting with a battery-powered electric set and in

1935 a sidecar was fitted. The BSA outfit was ridden later that year back down to Brisbane and in daily use there by Artie for the next two years, before again making the 600 mile trip back North to Mackay in late 1937.

Between 1937 and 1945 the BSA outfit was in daily use as Artie's only vehicle (he told me he did all his courting on it) until he finally bought a Morris 8 car in 1945 after the end of WWII. The sidecar was sold around 1947, and the bike then rode only sporadically until 1958 when it was finally de-registered, and laid up in Artie's garage.

By 1972 when I purchased it [for \$1 the old BSA was stored in Artie's garden shed, and though rather worn and weary, was still totally complete.

A BSA CALLED "ARTHUR"

By Les Elmer continued

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1972 – 2002 Resurrection

I turned 20 in 1972 and with rampant enthusiasm, and against my Dad's strongly given and excellent advice, I immediately dismantled the old BSA to "fix it up". As my Dad had warned me against, the bike stayed like that for the next 27 years, most of the time in and around two tea chests underneath my parent's house in Mackay, North Qld, two streets over from Artie's home.

I 'mocked up' the BSA in 1974 in my parent's backyard in Mackay, before I left on my OE with my best mate Colin to Europe and on to England. The 'mocking up' was to help my vague ideas of maybe acquiring the skills, parts and knowledge while in the UK, to enable me to restore the old BSA on my return to Australia in <say> a year or two.



'Mocked Up' BSA in Feb 1974

However, having first met an English lady, I stayed on in England until 1985, and I then returned, not to Australia but to New Zealand, having met my late NZ wife [then-to-be] in London in 1981. We married in New Zealand in 1988 and I finally returned home to Queensland in 1990 to crate up the old BSA and bring it over to Auckland. Once here through the BSA Owners Club I passed the engine to a highly-respected NZ VMCC motorbike engineer, the late Dave Philpott, also an Aussie who had also settled in New Zealand some 25 years earlier than myself.

Dave Philpott was a very sought after resource, and while I procrastinated about my exact intentions the years went by with very little progress on the engine rebuild. Instead my focus went into renovating our first, and then our second homes, and helping my wife to raise our 3 children[born 1991, 1994, 1997]. In January 1998 I finally made a New Years Resolution to restore the old BSA through that year, in recognition that it would turn a venerable 70 years of age in 1999.

Through a bar owner in Milford, Auckland whose pub was full of old motorbikes, I was put in touch with ex-toolmaker and part-time bike re-builder John Singleton. John had the interest, time, skills and enthusiasm to help me rebuild the bike from its dilapidated and basket case

A BSA CALLED “ARTHUR”

By Les Elmer continued

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state. Having reached agreement on the approach, the dismantled engine was retrieved after its 7 years in Dave's workshop, complete with its rebuilt gudgeon and replete with one of Dave's own hand-tooled big-end bearings. Through 1998 and 1999 the old BSA slowly came together to be recognisable as a motorcycle, only to then be dismantled again for painting and final re-build. The battery powered electric lighting setup [as converted in 1934] was retained, but I chose to use an acetylene headlamp body similar to the one in the 1932 photo, which we converted to a 6V electronic configuration.

In mid-1998 a world-wide search began for the 3-speed hand gear-change gate, the only major part I had managed to lose over the 27+ years the bike was dismantled. Via the Internet I obtained the exact part for £5 in the Netherlands via Jon-Paul Bingham, an Aussie BSA guy living in Hawaii. Jon-Paul had sold his 3 Speed gear gate to a Dutch BSA guy to use in his rebuild.

Luckily for me his rebuild turned out to require a 4-speed gearbox, so the 3-speed gate he had was superfluous to his needs. I had a mate in England pay him the £5 and he posted the gate to him in England who brought it to NZ in his luggage later that year [1998].

In the process I discovered the incredible camaraderie and friendship of BSA fans around the globe, and the unstinting help they readily give to like-minded BSA-nuts who they're never likely to meet. I also discovered information about the BSA 2 Port Light model itself, and the apparently low number of surviving examples worldwide, which whetted my appetite to know more about my particular model BSA motorcycle.

In Feb 1999 a photo was taken of me proudly standing next to Arthur who was finally back on his wheels. Myriad small items took up the rest of 1999 before the bike was first fired up in Sep 1999. the 1st time in 41 years! Recurrent problems with the fuel tank which had been badly rusted caused much rework and many dollars to restore (we even had to strip and repaint it twice!). However our persistence paid off as I was determined to get the bike on the road in its 70th year. We achieved that [just...phew...!] as Arthur was VIN'd and Registered on the 31st Dec 1999.

It took all of 2000 and ½ of 2001 to iron out persistent bugs in the carburetion and have the rebuilt magneto re-wound [again] to get it to work. I also took some time to learn the peculiarities of starting and smoothly riding a vintage motorcycle. Unfortunately this period considerably lengthened by twice stripping the 2nd gear pinion which was found to have

A BSA CALLED "ARTHUR"

By Les Elmer continued

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been damaged and repaired sometime pre-1958. Fitting a 2nd repaired pinion and finding that undamaged, original 2nd gear pinions were made of unobtainium I took the plunge and had a small run of 5 x 2nd gear pinions made to order in modern materials. Consequently, at significant cost and after several months' delay, the bike was finally fully operational.

The UK BSAOC have certified Arthur's frame and engine numbers are those of a 1929 production batch BSA Model S29-19 2 Port Light which they believe was crated up straight off the production line for export to Bennett & Wood in Sydney.



Rebuild in progress Sept 1999



Running and Rego'd Jan 2001



Gorgeous in Red

By the Summer of 2001 the BSA was finally starting 1st kick, running well, and I was finding it Very enjoyable, easy and

A BSA CALLED "ARTHUR"

By Les Elmer continued

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a lot of fun to ride. I entered the New Zealand BSAOC National Rally in Easter 2002 which providentially was held on the Shore in Auckland, and to my very great surprise old Arthur was awarded the prize for "Best Pre-1945 BSA"

Arthur did suffer a gudgeon seizure in 2011, necessitating a new piston and full engine rebuild. He runs well and has always been fully WOF'd and Registered. For the past couple of years his Rego has been on hold due to personal family reasons that prevented my being able to focus on Arthur.

2022 – 2025 The Last Word

Old motorcycle purists may note the colour being slightly sideways from the BSA factory standard. When asked why the colour choice, I always reply that "Changes like personalising, modifying or adding after-market items to make it 'your' ride were the norm back in 1929 just as they are today.

In that spirit my favourite colour is Red, bright red by choice but for Arthur more fittingly



'Indian' Red, as my Dad had a red Indian Scout back in the day.

As an aside, my Dad later had a 1938 350cc Levis which the Australian Govt took for WWII to be a despatch rider's machine, and then carelessly abandoned in the North African desert.

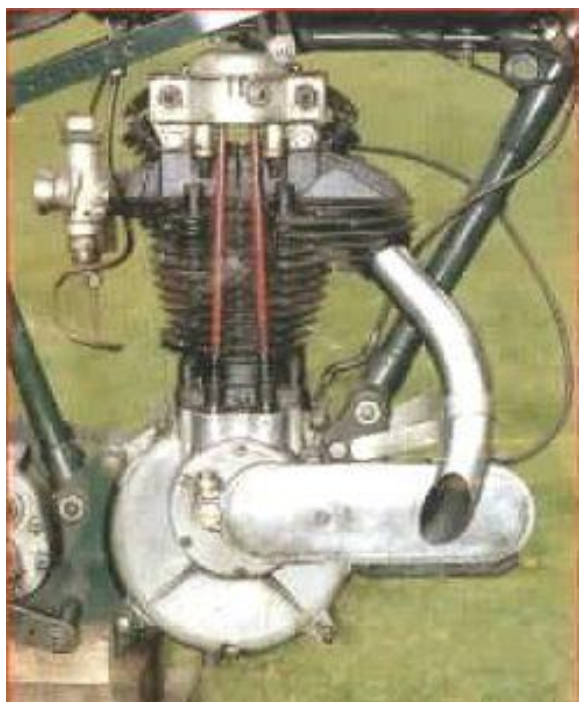
A SHORT HISTORY OF THE BSA OHV 2 Port

Light Model - Les Elmer

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The rationale for BSA to develop and produce the 493cc OHV 2-Port Light model came from Speedway, and the legendary Jack Parker who became the 1930's England Speedway Team's Captain.

In 1927 Parker was finding the BSA 493cc Sloper he was riding didn't cut it for Speedway, and he built himself a one-off "Special". He campaigned it successfully for a year until 1928 when it blew up. However BSA saw the potential in his bike and copied the design, producing their BSA 500 DT (Dirt Track) model in 1929.



This photo shows the DT had the same configuration as Jack Parker's homebuilt racer with the lighter frame of the BSA 350cc including that model's round crankcase, bolted in as a live frame member [i.e. not in a cradle' frame].

The 500cc barrel of the Slope was mounted upright on top, with the then fashionable twin-port head, albeit re-cast to give a level-mounted carburetor to match the upright barrel.

To capitalise on the success of their new DT500 dirt track bike, a road going version was also produced, the S29-19 2 Port Light Model as per my bike.

The 1929 BSA Parts Catalogue shows many components for my bike have numbering dating their production from as early as 1924, reflecting BSA's usual approach of building new models using known components as per their earlier machines.

Around 400 BSA 500 DT (Dirt Track) bikes were built, many going to Australia where Speedway began, and had an enormous following. The 500 DT did well in 1929 however by the 1930 season JAP- engined ultra lightweight Speedway bikes were being built, essentially much like modern Speedway machines.

With their brief foray into Speedway over, BSA in 1930 quietly dropped both the 500 DT and the road going S30-18 2 Port Light models in 1930. The BSA 493cc OHV Sloper is overwhelmingly the quintessential vintage BSA, and no bike museum or collection seems to be considered complete without one.

A SHORT HISTORY OF THE BSA OHV 2 Port Light Model - Les Elmer continued

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However being lighter and faster but with the then uber trendy ultra-low saddle height and light cycle parts, the 2 Port Light was likely an attractive alternative to BSA's Sloper, and ensured the survival of this short lived model.

Myself with my youngest Daughter on Pillion



Another marque that you've never heard about.

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The Story of the RNZN Mini Mokes

Throughout the 1970s and early 1980s, Mini Mokes were a familiar sight across the Royal New Zealand Navy's Leander-class frigates. These quirky, compact vehicles were more than transport—they were loyal companions ashore. Employed for everything from mail runs and stores pick-ups to ferrying captains

and shore patrols, the Navy Mokes became staples of ship life whenever a vessel was in port. Their sturdy simplicity made them nearly sailor-proof—a welcome feature when operated by spirited naval hands. Typically painted in either navy blue or white, they also served as the occasional stand-in for the traditional ceremonial rowboat during change-of-command rituals, adding a bit of humour and modernity to naval custom.

The First to Arrive

The first Navy Moke arrived from the UK aboard HMNZS *Blackpool*, serving as a makeshift solution before HMNZS *Canterbury*'s arrival. Though *Blackpool* returned to the Royal Navy in 1971, her Moke remained in New Zealand, reassigned to HMNZS *Lachlan*, a River-class survey vessel. If *Lachlan* carried the Moke at sea, it would have been stowed behind the Chart House on the flight deck, loaded by crane or ramp depending on the tide. On later Leander-class ships, the Moke often lived in the helicopter hangar—assuming the Flight Commander approved and the petrol tank was drained. Failing that, it was lashed down on the quarterdeck or stored amidships near the ship's waist.

Each ship had its own approach to storing and caring for their Moke, and while five are believed to have been in service—assigned to *Waikato*, *Otago*, *Canterbury*, *Taranaki*, and *Blackpool*—only one survives today: *Waikato*'s Moke, lovingly restored and now on display at the Navy Museum in Torpedo Bay.

Waikato's Moke: A Survivor's Tale

A photograph from 1967, likely taken when the Moke first joined *Waikato*, shows it sporting the number plate **FF55**, matching the ship's designation (**F55**). Painted in a bold navy blue with white around the topsides and bonnet, it also bore a crisp white canopy and the ship's

Another marque that you've never heard about.-continued

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crest on the front. Stenciled proudly on its sides were the words *Royal New Zealand Navy*. The bonnet may have carried *Waikato's* crest, though the image is unclear on this point. Interestingly, the original windscreen had no glass side panes—a minimalist detail that may have changed later in its life.

Unfortunately, the only remaining photos from later in its service life were taken after it had been dismantled at Manukau Institute of Technology for restoration. They offer little help in identifying later modifications or liveries.

A persistent rumour suggests *Waikato's* Moke may have actually belonged to *Canterbury*, based on cross-ship bonnet swapping and number plate confusion. Since *Waikato's* number (F55) appeared on a Moke used during *Canterbury's* tenure, the confusion is understandable. In practice, if a particular Moke was unavailable, crews sometimes swapped bonnets bearing different ship names or crests onto whichever Moke was operational—a practical if slightly misleading workaround.

One memorable anecdote recalls *Canterbury's* Moke being cheekily driven down the passageway of the visiting Royal Navy County-class destroyer HMS *Fife* in 1974, much to everyone's amusement.

As was customary, it's assumed *Waikato's* Moke was funded by the people of the Waikato region—mirroring how the other ships' Mokes were community gifts. While at sea, *Waikato's* Moke was stowed in the hangar, protected from the elements. Sadly, after it was donated to the Navy Museum sometime in the 1980s, it spent several years stored outdoors. Exposure took its toll: the windscreen was smashed, brakes seized, parts like the distributor cap were stolen, and rust spread. Eventually moved to the Tamaki garage and then to MIT around 2002, the Moke underwent a full restoration—bringing it back to proud form.

Other RNZN Mokes: A Diverse Fleet

Each RNZN Moke had its own flavour. *Otago's* was dark blue with a black awning and bore only a coat of arms on the bonnet. *Canterbury's* followed suit with dark blue paint, her name written on both sides of the bonnet, and a ship's badge on the front.

The Moke originally assigned to *Blackpool*—and later transferred to *Lachlan*—was painted white with a black canopy. It stood out with anchor and kiwi symbols flanking the grille. During its service on *Lachlan*, it was repainted with “Lachlan” on each side of the bonnet,

Another marque that you've never heard about.-continued

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and new RNZN roundels were added to the sides. It lost its original ship's badge in the process—perhaps to better align with *Lachlan's* identity as a white-painted survey vessel.

Taranaki's Moke, the last of the fleet, arrived in 1972 or 1973. It was white at launch and initially unmarked. A later image from the late 1970s or 1980s shows “Taranaki” printed on both sides of the bonnet—plain and functional.

In terms of physical design, the Mokes varied as well. Some had glass side panes fitted to their windscreens, others did not. Parking light shapes varied between round and oval, likely a mix of year-by-year updates and regional production differences.

The End of the Line

By the mid-1980s, the RNZN phased out Mini Mokes. Rust became a serious issue due to their open-deck stowage. Insurance and registration issues—especially when traveling between countries—became more cumbersome. Most critically, the arrival of helicopters on RNZN ships meant flight decks became prime real estate, making it harder to justify Moke storage. Some of the Mokes were likely repainted, re-patched, and sent for servicing during ship refits, but eventually they were retired altogether.

Though simple in function, the Mini Mokes served as an essential part of ship life—reliable, humble, and even a little cheeky. They transported captains, carried mail, and fostered countless stories that still echo through veteran sea tales. Thanks to the efforts of the Navy Museum at Torpedo Bay and those who documented their history, these small but mighty vehicles continue to leave a proud tire tread on New Zealand's naval heritage.



About Us/Contacts

A blue graphic with a white border, containing the text "Progress July 2025" in white. The graphic is tilted slightly to the right.

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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

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Vice-Chairman: Terry Flude: 021 958 678

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

Club Captain: John Castle: 09 479 4135 or 021 957 032

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Andrew Lunt: 0274 996 803

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