



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 August 2025

What is This?

1938 Peugeot 402 Darl'mat Special Sport Roadster

In the 1930s, Emile Darl'mat was the largest Peugeot dealer in Paris. After Peugeot pulled out of racing he sought to carry on the legacy particularly at LeMans. Using the 302/402 chassis, he created his own sports car. He clothed it with an Art Deco body, coachbuilt by Marcel Pourtout, from a George Paulin design. The two-liter OHC inline-four made 70 horsepower in road trim and more in race trim. In 1938, three Special Sport Roadsters entered by Darl'mat were campaigned at the 24 Hueres du Mans and won the two-liter class. Customers got their choice of coupe, cabriolet or sport roadster bodies and just 105 were built.



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Progress in Motion

As we roll through another month on the calendar and a few more miles on the odometer, I'm reminded that progress in the Vintage Car Club isn't just mechanical—it's deeply personal. It's found in the friendships forged during frosty morning runs, the laughter echoing in clubrooms after a good yarn, and the legacy handed down through meticulously restored engines and handwritten stories in our archives.

Here on the North Shore, our club isn't standing still. We've welcomed new members who bring fresh enthusiasm and curious questions, while our seasoned restorers continue to mentor with grease-stained wisdom. The recent weekend run to Kaukapakapa showed just how vibrant our community still is—a convoy of polished steel and shared smiles. I was sorry to miss attending this function but other things took precedence.

I just realised I have been the Editor for over 12 months now and am still learning and know the amount of work I put in with pleasure to publish your magazine. So I am aware of the work done behind the scenes, committee members are fine-tuning the machinery of club events, archival projects, and workshop sessions. It's not glamorous work, but it keeps the wheels turning—just like any good restoration.

So as the nights lengthen and the calendar pages turn, let's keep the rhythm steady. Whether you're picking up a spanner, polishing chrome, or penning club history, every gesture counts toward the collective legacy. Here's to shared miles, shared stories, and shared progress.

See you on the road.— *Editor*

"New Members - Hence forward name badges will not be automatically issued to new members. Part of their welcome pack however will be a question asking if they would like a badge. If you need to replace your badge then please email northshorevcc@gmail.com or contact a committee member above. Finally all members please have a look at the remaining badges on the bar and if you know the person, perhaps you could deliver it personally to them."

Chairman's Report: John Higham.

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Hello Members,
Constitution and Constitution!

First and foremost is the national body, The Vintage Car Club of New Zealand Incorporated, constitution which is presently in front of Members for voting upon adoption or not. You have been provided with a commentary from our Branch Committee and, unfortunately, two separate emails from the national office in relation to it. With regards to the latter two, your committee are concerned about the direct mailing to Branch Members, and their content.

I do not intend to bog you down with the ins and outs of it all, but it was most improper and unbecoming of national office to send those to you under the guise of the Executive Committee.

Secondly, the Branch constitution, which was last updated in 2022 in the hope that it might meet the about to be launched 2022 version of the Incorporated Societies Act, requires modifications and some new mandatory and recommended inclusions. The committee has prepared an initial draft and after the committee have got that into order, intend to circulate that to Branch Members for their review. Following receiving and addressing any feedback from members, a Special General Meeting will be arranged for say November 2025 where it might be approved and subsequently lodged with the Registrar of Incorporated Societies.

This constitution stuff is a bit hard going, however it is essential that we all get to grips with it and see it done. Then on to brighter things, like old vehicles.

John Higham

NOTES OF COMMITTEE MEETING 21 st July 2025 By Maurice Whitham

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New Members: Gregory France-Welcome to the Club

Notes:

Storage Shed – A discussion took place about vehicle storage and where Club vehicles are to be stored. One suggestion is to maybe move electrical/upholstery to another new smaller shed allowing for two more parking spaces. This matter is still being investigated.

Badges – Many unclaimed name badges cost the Branch money. In future badges to be produced on request only. A note will be placed in the Progress magazine.

Progress Postage – maybe this will diminish over time – could suggest to those members who receive the Progress by post that they could come and collect it from the clubrooms. A note to be placed in the Progress regarding increasing costs and suggesting those involved would you like to collect it.

Club Rooms photo board - Peter Lloyd has made a presentation of a photo board of historical photographs of the club room buildings. A letter of thanks to be sent to Peter Lloyd and Barb Stubbs(typing). It is important that we record the history of the Branch before it is too late – many thanks Peter. A copy of the original 1973 Certificate of Incorporation and club members has also been framed and will be displayed adjacent to the photo board.

Alarm callouts – Alarm NZ contacts for the Branch are being updated.

Booking vehicles - deferred.

Morris 8 to Vero International Rally – It has been approved that Richard Bampton can take the Club Morris 8 to Nelson for the Vero International Rally. It will be trailed to Wellington and driven from Picton. Magnetic Branch logos are being made for the front doors.

NOTES OF COMMITTEE MEETING 21 st July 2025 By Maurice Whitham continued

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Bedford tow truck – Apparently the weight category cannot be downgraded from heavy to light – maybe able to get exemption. Still to be considered.

NSVCC Branch Draft Constitution – Our existing constitution is being amended to comply with the new Incorporated Societies in 2022. It will be sent out for consultation before being filed on or before December 2025.

Name the car?





Delegate's Report- Richard Bampton

All sorts of issues appear for decisions to be made at the VCC Executive meetings. As your Delegate I am there to represent you, the North Shore members, and vote on your behalf.

The topic below has just come up:

VTC Discussion Paper for Guidance

The Vehicle Technical Committee (VTC) would like to receive feedback/ thoughts and constructive criticism from the executive and membership about certain vehicles which now have a major component (ie engine) over 30 years old.

As we all know and appreciate the Vintage Car Club of New Zealand main objective is to drive our history as well as encourage the preservation, restoration, fellowship and promoting a knowledge of motoring history.

Under this we include our vehicles over 30 years old from its original date of manufacture, regardless of make or model presuming vehicles are well maintained original examples, completely restored vehicles or vehicles built to a period appropriate standard.

Just resonantly we ,the VTC, have had a vehicle pending a vehicle identity card renewal, this vehicle has had a new 'Burtz' Model A engine installed, these Burtz engines are not made by Ford but by Burtz engineering USA. These engines look exactly the same as the original Ford engines.

However, these Burtz engines can produce far more horsepower than the original 1930's Ford.

The question is should we the Vintage Car Club of New Zealand allow such vehicles in our club perhaps with LVVTA certification and not be eligible for competition Trophies.

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Delegate's Report- Richard Bampton continued

Which way should I vote?

Please send me a brief e-mail (angelarichard@hotmail.com) saying either:

Yes – let them into the Club, or

Not yet, or

Never.

My own thoughts are that when the engine is 30 years old they should be allowed into the Club.

Please respond – I would like to vote according to your instructions.

I hope that you have all voted on the proposed national constitution.

Until we hear the result from the AGM on 9th August there is little else to add.

However, while we are on the subject of constitutions, your Branch Committee, unable to wait for the National constitution, are in the process of updating the NSVCC constitution by adding in all the mandatory clauses required by Incorporated Societies Register.

We have kept any other changes to the minimum, but one alteration did cause some debate at the Committee meeting.

In the current constitution it states:

in the event of an equality of votes.....the chairperson of that meeting shall exercise a second, or casting, vote.



Delegate's Report- Richard Bampton-continued

The proposed change is:

In the event of a tied vote, the chairperson of that meeting shall exercise a second, or casting, vote, which must be for the status quo.

Points against the change, (i.e. the Chairperson can vote as they wish):

Maintaining the status quo will slow down any proposed change.

Points for changing, (the Chairperson must maintain the status quo):

If the argument for a particular issue has not been made strongly enough to gain a majority, then the case should be revisited/reconsidered.

It prevents a (future) Chairperson pushing through their own ideas or agenda when there is no clear mandate to do so. (Known as a vanity project.)

This is an important point, and although the Branch Committee voted for the change it was close. Therefore we would like your opinion. (Unlike some organisations we do try to be democratic.)

Please send your thoughts on the topic to: northshore@vcc.org.nz , or discuss it with any Committee member.

The whole constitution will be sent out to you, with all the changes clearly identified, quite soon.

This will give you the opportunity to comment on anything that you are concerned about before you are asked to accept it. We are waiting for your input.

Upcoming Events: John Castle

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North Shore VCC Club Captains Report – July 2025

Coming Club Events

24th August (Sunday) – Daffodil Rally For Cancer in conjunction with Waitemata, Wellsford/Warkworth branches. We need as many Car club members 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.

Entry from 9.00am First cars away at 10.00am

19/20/21st September – Spring Tour to Napier organised by Paul Collins. Registration forms are available at the Clubhouse

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.

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

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 continued

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DAFFODIL RALLY & CAR SHOW

SUNDAY 24th AUGUST

**\$10 per vehicle : CASH/EFTPOS
Donation to Cancer Society**

Meet and Register at the North Shore Vintage Car Club Clubrooms

MASONS ROAD, ALBANY

Entry at MAIN GATE from 9am

First vehicles away at 10am

bring/buy lunch at Matakana

vehicles on display at Matakana

Full Route Instructions given upon Registration

**Organised by Waitemata, Warkworth/Wellsford & North Shore Branches of
the Vintage Car Club of NZ**



<https://daffodilday.org.nz/waitematanorthshorewellsfordwarkworthvintagecarclub>

History of our Club House/Villa

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Senior branch member Peter Lloyd has generously prepared and donated a very impressive, framed history of our clubhouse. The piece includes a comprehensive history of the villa from initial build right through to its current installation.

The history (now hanging on the villa wall) includes many interesting photographs and makes a wonderful addition to the building. We've included one small photograph of the item but strongly recommend that you spend some time looking at the item when next in the clubhouse.

The Committee have formally thanked Peter for his research and the resultant piece, which makes a wonderful addition to the clubhouse.

Why did the car get a flat tire? Because it ran over a fork in the road!

What do you call a car that never stops? Carmotion

Why did the police officer ticket the U-Haul truck? Because it was carrying a load of stolen goods!

NSVCC Project Vehicle Update August

A blue graphic with a white border, containing the text "Progress August 2025" in white. The graphic is positioned in the top right corner of the page.

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Bedford Truck: You may recall that we have been investigating possibilities of down rating the truck from a “Heavy Vehicle” to a “Light Vehicle”, with the objective of reducing the costs of regular CoF testing and simplifying the repairs required on the chassis. We have had a number of conversations with NZTA Senior Advisors in Palmerston North and unfortunately our way forward is looking difficult. The latest statement from our NZTA contact is as follows:

“To de-rate the vehicle into the light class would require substantial modification of the axles, suspension driveline and probably brakes, all equipment would probably need to be removed to get the tare weight down, this would more than likely destroy the historic value of the vehicle.”

Since receiving this statement we have explored further but the law is quite clear if we wish to de-rate the Bedford we would need to reduce the performance of the suspension, brakes and drive train to a specification consistent with the configuration of the nearest equivalent Bedford truck of the period that had a Gross Vehicle Mass (or Gross Laden Weight as it was then called) of 3500KG or less.

Yep, that seems illogical that we would have to downgrade the brakes, suspension etc to be less effective than they currently are. However, despite further discussions, the law is the law and that’s that. There is however a chink of light in that we can apply for an ‘**exemption**’ and this process is described in clause 168D of the Land Transport Act. Yikes and Eeek!!

At the moment we haven’t even looked at clause 168D yet but will take a big breath and have a go at that shortly. If anyone has any experience of Clause 168D and exemptions then we would certainly appreciate some help and advice.

In the meantime, the truck is sitting comfortably in the storage whilst we gather our strength and move forward.

Willys Whippet: Overall the team have made some good progress on the project, but as always it’s a bit “Two steps forward and one back”.

Engine: The team have had the head and bottom off the engine and are happy with what they have found. Everything has been put back in place and torqued up. Neville Gregory and Charles Armstrong have restored and tested the generator and that’s ready to be re-fitted to the engine.

Repair Certification: The repair inspector has visited and is now happy with the new front cross member and after cleaning can see that the side chassis rails are good.

NSVCC Project Vehicle Update August

continued

A blue graphic with a white border, containing the text "Progress August 2025" in white. The graphic is positioned in the top right corner of the page.

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He personally added a couple of welds to the rear LH corner of the body and asked us to spot weld a cover strip over the same joint in the RH corner of the body.

Body: Terry Flude has been dissecting the front RH door, replacing rooted wood and restoring the window wider mechanism. This door will then become the template to work on the LH door. We have started stripping some paint back to reveal the POR (primer) reactions to the top coat. Richard Ellis has been working on the bonnet tops and sides and stripped them back to bare metal and given them a flashover with etch primer to prevent surface rust re-surfacing. The welds to the rear corners of the body have (predictably) caused some damage to the paint. When the weather improves a bit we will have to push the car outside and give the paintwork a good inspection and plan the way ahead.

Upholstery: Jim Woonton and his apprentice Jim Hefkey are racing ahead with the seats and the rear seats look wonderful now. Like all projects however they have hit a few problems with fitting the seats but they have pushed through that now.

Morris Eight: "What's wrong with that?" I hear you say. Well not much, apart from some paint cracks around the front door hinges. New member Lyle has done a sterling job repairing and re-spraying the repairs. Whilst working on the hinges the team noticed sawdust on the floor under the driver's seat. Yep you are correct Borer!! The wooden seat pan has been treated and Kelvin Hawke will fabricate a new base shortly.

Chevrolet: Starts and runs steadily, but the paintwork needs some TLC. When the weather improves we would like a volunteer to give the paintwork a proper cut and polish. We have a professional buffer and polisher and can supply cutting compounds. It will probably require 3 or 4 good mornings of work to bring the paint to a good shine. Anyone interested?

Lanchester: Has now gone to a new owner, immediately freeing up some space in the storage garage.

BSA

Wood body lifted off Chassis thwnChassis taken into "dirty Shed" for completion of repairs prior to final assembly then will load body back on to complete wood work and sheeting the outside

New Cross member was hot riveted into place this week. Engine is being checked over, Valves lapped in, New cam shaft, plus Larger oil pump from BSA 10 engine fitted
The parts are all being checked over and assembly of the running gear will start soon

NOR-WEST RAMBLE ~ SUNDAY 20th JULY

By Les Elmer

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WOW, what a great turnout we had for this mid-Winter Nor-West Ramble. Some 30 cars plus 3 classic motorcycles and a scooter for a total of around 50 NSVCC members, partners and friends, braved a very foggy morning to meet our Clubhouse for this event, as organised by Russell Ness.



The Run Briefing held a surprise with the Instructions including 11 Questions making it a Scavenger Hunt, albeit not mentioned on the event's Flyer. The promised morning tea was a wonderful treat comprising Barb Stubbs' wonderful cheese scones, and [MG😊] Julie's equally scrumptious plain scones with damson plum jam from her garden and whipped cream.

Russell had arranged that we visited 2 vehicle collections in the Orewa hinterland, the first ever run by any Club to the Wainui Valley home of Les and Lesley Osbourne, to view Les's wonderful collection of some 20 motorcycles, most dating from the 1950's, and virtually all BSA machines.



Les gave a very entertaining talk of how he came to be besotted by bikes [and BSAs in particular] and to have assembled his collection. As an aside he spoke of his fascinating involvement with theme park Luge Run development internationally, including engineering the Luge

Kart and the rider return systems, a business which grew out of their previous creation and management of the Auckland Adventure Park and Luge in Silverdale.



NOR-WEST RAMBLE ~ SUNDAY 20th JULY

By Les Elmer- continued

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On the arrival of a Motorcycle Club as Les and Lesley's 2nd ever Club visitors, our gaggle of classic and vintage vehicles headed away a little further West to our 2nd destination in Waitoki. This stop at Barry and Carol Larman's home was similarly a small personal vehicle collection, including a droolingly beautiful 2019 Aston Martin Rapide S, the last of the

naturally aspirated V12 powered DB9 variants. The Aston was flanked in it's stable by two Sunbeams, an Alpine and a Tiger, and just across the driveway we were all invited to Barry's quite superb small Pub. Complete with it's bar and operational jukebox the 'man-cave' Pub is loaded with an impressive array of memorabilia reflecting Barry's passions for automobilia and militaria.



After a lengthy sojourn under the huge macrocarpas at Barry and Carol's, our vehicles headed even further West to the Highway 16 Roadhouse Bar & Grill at the Kaukapakapa Hotel. A truly great destination for a lunch stop, this engendered much lively conversation while we enjoyed a few ales and wines and the



NOR-WEST RAMBLE ~ SUNDAY 20th JULY

By Les Elmer- continued

rdelicious food from the extensive menu. The carpark was full on our arrival, and as a reflection of just how popular a destination is for locals and daytrippers alike, it was still largely full when we left some 2+ hours later.



More Photos of North West Ramble by Terry Costello

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More Photos of North West Ramble by Terry Costello-continued

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**Have lens will snap: Captured by
Terry Costello.**

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Arnold back early from Japan



Gently does it



Trevor has vintage bike for sale



2 bums fitting upholstery



**Jim & Jim Testing their handiwork earning a well
deserved rest-photo by Richard Brampton**

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

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BSA parts sorting ready for assembly



Zora Arkus Duntov saw a huge problem for GM, due to their lack of participation in the Hot Rodding community in the early 50's. In a 1953 letter to Maurice Olly, **Zora Arkus-Duntov** identified a critical issue for GM: their absence in the booming **hot rodding community**. He observed that hot rod publications were dominated by **Fords**, leading young enthusiasts to develop strong loyalty to the brand. Duntov argued that this trend meant hot

rodders, as they aged and gained income, would continue to purchase Fords. He believed Chevrolet could attract these youths but faced significant challenges, including Ford's established loyalty, the hot-up industry's focus on Ford, and Ford's earlier release of an overhead V-8 engine. Duntov emphasized that while Chevrolet's new RPO V-8 engine had high potential, it would struggle to gain traction naturally due to hot rodders' conservative nature and reluctance to invest in new, unproven developments. To overcome this, he proposed that GM make **ready-engineered, high-performance parts** readily available for the Chevrolet engine and chassis components (like light alloys and advanced brakes). This, he argued, would make Chevrolet an attractive and successful option for hot rodders, leading to a shift in brand preference.

Museum- Detective Barb at Work

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A 59 YEAR OLD MYSTERY SOLVED

Some time in 2024 our Secretary, Maurice Whitham gave me a little plastic bag with a sheet of paper, a wee note that read "To whom it may contain interest to: found in my mother's files after her death" and a little plaque that I have enclosed a photo of - and it was signed by Ralph de Lautour who is Frank's son. He asked if I felt like doing some digging to find the owner of the plaque's car!!!



Fast forward to early this year when I started looking for clues as to who might now own the vehicle that the plaque was from. I looked up Mr Stan Calder from Matamata, who the car had been sold to, but he had passed, so I searched for his death notice, saw that he had a son who was also from Matamata so I knew I was on the right track. Naughty me, I saw that the son was on Facebook, I

stalked him and sent him a message in March. On the 1st June I got a message from Stan's son who confirmed that I was on the right track and gave me some information as to who the current owner may have been - I rang this first person, but no, he never owned the Berliet, so back to Harvey I went and he gave me a second possibility!! This time the gentleman was very hesitant about my call but after explaining who I was and what I was ringing about, he softened and we had the most wonderful 20 minute conversation about this car. Bill Shears (now deceased) who had owned the car for some years earlier, offered Roy the car when he was very ill and subsequently Roy bought it and added it to his collection!! Roy has now had the car in his collection for more than 10 years!! Bingo, we'd hit the jackpot. Roy sent me photos of the car along with photos of some of his 16 other amazing cars, many of them VERY rare.

He lives in Auckland, still belongs to the VCC and has his own wee museum at his property.

Rather than posting the plaque to Roy, Peter and I will deliver it to him and look at his car collection and museum as well. Unfortunately Roy lives too far from our club to do a run to his property which would have been amazing.

It took some detective work, but what an amazing ending to a very fascinating story.-Barb Stubbs

Museum- Detective Barb at Work-Continued

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BERLIET MODEL VHC 1925 (COPY)



Dates and information are from memories, some up to 35 years old. In the early 1960's I had just joined the VCC and had got to know the Stanley brothers and Harold Kidd who knew that I was looking for a car to restore.

The Stanleys were working on John's DI Delage at the time and had acquired the body off the Berliet, but had decided not to fit it to the Delage.

I was told that the body had been sold to Bert Harris of Tuakau, but that the rest of the car was probably still in the garage at Panmure.

I was given a rough description of the address, including the clue that the garage had a Maori carving on the top, this turned out to be in Ireland Road. The Berliet was still there and a deal was made for 30 pounds (just over a week's wages).

Mr King, the then owner, told me that the car and an early 1920's Calcott which was still in the shed but totally dismantled, were kept registered during the war years to qualify for the ration of petrol. He had intended to use the Berliet to make a mobile caravan for himself and had got as far as taking the body off, enter the Stanleys.

Mr King told me that although John Burns and Co had sold a lot of Berliets in Auckland, there were not many left because the carburettor was just above the starter/generator and tended to leak. This was said to have caused many fires. He also told me that this particular car had some success in hillclimbs up Grafton Road in the late 1920's.

I dismantled the chassis and cleaned and painted everything, the blue colour was as

Museum- Detective Barb at Work-Continued

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near as I could get it to the original that remained on the engine block. I had a radiator rebuilt and the surround re-nickled, relined the brakes and replaced the king pin bearings.

The car was run at an Auckland Gymnic at Flat Bush in about 1966 minus body and performed very well. After long negotiations I managed to get Bert Harris to agree to swap me the Berliet body for another tourer body to fit his Peugeot, the Berliet body was far too small. Eventually I bought a Willy's Knight body from Roy Hicks in Morrinsville and made



the exchange. After a disagreement with Bert over whether I was also to find/make mudguards for his Peugeot and if the door handles were part of the deal he refused to let me have the hood bows for the Berliet and as far as I know they are still hanging on the wall in Tuakau. At about this time Herb Gilroy made me an offer I was unable to refuse (\$400) and he then owned the car.

Herb did a lot of work to the Berliet including fitting Austin 16 rims to the original wheels because neither he

nor I could find any replacements for the 775x145 original tyres. Herb also modified the brake system.

Originally the foot brake operated on the front wheels and the Carden shaft drum to give four wheel brakes. The brakes were changed to have the foot brake operating on all four wheels and the park brake on the Carden shaft. Herb then sold the car to a Mr Stan Calder of Matamata who completed the body restoration but never liked driving the car.

Written by Frank de Lautour

A Berliet on display in Lyon, reflecting the brand's prominence in French automotive circles.



Another marque that you've never heard about.

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1925 Berliet Model VHC – A French Classic of the Interwar Era



The **Berliet Model VHC**, introduced in 1925, was part of Berliet's post-World War I resurgence in passenger car manufacturing. Berliet, a Lyon-based company founded by **Marius Berliet**, had built a reputation for robust engineering, particularly in military and commercial vehicles. The VHC represented Berliet's commitment to producing refined, reliable automobiles for civilian use.

Technical Highlights

- **Engine:** The VHC was equipped with a four-cylinder overhead valve engine, likely in the 2.5 to 3.0-litre range, reflecting Berliet's lineup at the time.
- **Transmission:** A four-speed gearbox provided smooth power delivery and flexibility on varied terrain.
- **Chassis:** Built on a sturdy steel frame, the VHC featured a long wheelbase for improved ride comfort and stability.
- **Cooling & Lubrication:** Thermo-siphon cooling and force-feed lubrication were standard, showcasing Berliet's attention to mechanical reliability.

Design & Features

- The VHC was offered in multiple body styles, including Torpedo tourers and saloons, often coachbuilt with elegant French styling.
- Interiors were typically upholstered in leather, with thoughtful touches like drop windows and padded bench seats.
- The car rode on pneumatic tyres fitted to disc wheels, a modern feature for its time.

Historical Context

- The VHC was part of Berliet's strategy to rebuild its reputation after earlier setbacks with the Type VB.
- Though Berliet eventually shifted focus to trucks and military vehicles, models like the VHC remain a testament to the brand's brief but notable foray into luxury motoring.

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

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Anecdotes & Historical Notes

- At the 1925 Paris Motor Show, Berliet unveiled several models with overhead valve engines, including the VHC, drawing praise for their mechanical sophistication.
- The VHC was often seen in touring configurations, used by professionals and dignitaries for long-distance travel across France's expanding road network.
- In Australia, Berliet vehicles were imported post-WWI by Pritchard's Motors in

Adelaide, making them a rare but notable presence in the Antipodes.

- The Berliet badge featured a stylised steam locomotive, a nod to the American Locomotive Company's early partnership with Berliet—a unique emblem that set it apart from other marques.

Legacy

Today, the Berliet Model VHC is a rare collector's item, cherished for its craftsmanship and historical significance. It reflects the transitional period of automotive design between the utilitarian war years and the more

refined, consumer-focused vehicles of the late 1920s. These images capture the graceful lines, upright radiators, and leather-upholstered interiors that defined Berliet's aesthetic in the mid-1920s.



A Berliet Type VIGB, a sibling model to the VHC, with similar styling cues and mechanical layout.

DIFFERENTIAL GEAR RATIO'S

by Arnold van Zon

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When people generally talk about differential ratios, invariably the term low or high ratio comes up.

However, what they might not realise that the terminology they use is nearly always the opposite from what they mean, e.g. they say a 3.8:1 diff is higher ratio diff. compared with a 4.7:1 one.

Not so!



A gear ratio is the number of teeth of a driven gear (in this case a crown wheel) divided by the number of teeth on the driving gear (pinion). The higher the ratio, the more difference there is in the number of teeth.

Say a pinion has 10 teeth. To achieve a 3.8 ratio the crown wheel needs then 38 teeth. Which means that the pinion (engine crankshaft) has to turn 3.8 times to turn the back wheels one revolution.

Consequently with a 4.7 ratio the crankshaft has to turn then 4.7 times to turn the back wheels once.

So if you want less engine revolutions per minute at a given speed you need a LOW ratio diff! Simple!

3.73 VS 4.10 GEAR RATIOS

3.73 Ratio	4.10 Ratio
Not As Fast Off The Line	Quicker Off The Line
Lower Torque	Higher Torque
Better Gas Mileage MPG	Decreased Gas Mileage MPG
Higher Top Speed	Lower Top Speed

The car crash was so loud, it sparked everyone's attention.
Why did the car go to the beauty parlor? It needed polish after the crash

No-Weld Rust Renovation: Patching Rusty Metal Without Welding

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Rust, an inevitable adversary for all vehicles, often extends beyond cosmetic blemishes, penetrating crucial structural components like floor pans. For many car owners, particularly those embarking on DIY projects, extensive rust in these areas can seem insurmountable, often leading to the abandonment of their endeavors. However, a highly effective and often superior alternative to traditional welding exists for

these repairs: Panel Bonding Adhesive (PBA).

The Strength and Advantages of Panel Bonding Adhesive (PBA)

The notion that significant metal repairs necessitate welding is a common misconception. Modern automotive manufacturing heavily relies on PBAs for assembly, with many contemporary vehicles utilizing these adhesives for floors, exterior body panels, and even doors, demonstrating their proven strength and reliability.

PBAs are formulated to bond various materials, including steel, fiberglass, plastic, and aluminum. A universal PBA, such as 3M 08227, is versatile enough for most applications. The critical advantage of PBA lies in the strength of its bond, which often surpasses that of the base metal itself. In tests, the substrate (even steel) will tear before the epoxy joint yields, indicating a bond superior to a weld.

Beyond strength, PBAs offer several significant benefits over welding:

- **No Heat Warping:** Welding introduces intense heat, which can warp thin sheet metal, leading to additional metalwork and filler required for a smooth finish. PBA eliminates this issue entirely.
- **Corrosion Prevention:** Welds are inherently susceptible to rust, as the welding process can compromise the metal's protective layers and create new entry points for moisture. PBAs, conversely, act as a sealant, effectively encapsulating the joint and preventing moisture ingress, thereby inhibiting future rust growth.
- **Reduced Finishing Work:** The adhesive that squeezes out of the joint during application can be smoothed to blend seams, often reducing the amount of body filler needed. PBAs designed for autobody work are compatible with most standard fillers, primers, and paints.

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- **Flexibility:** Unlike rigid welds, PBA allows for a degree of flexibility within the joint. This is beneficial in unibody structures where the metal naturally flexes. A rigid weld in a flexible system can cause fatigue and failure in the surrounding, softer metal.

A Real-World Application: Patching a 1966 Plymouth Belvedere II Floor



The effectiveness of PBA for significant rust repair is exemplified by a project involving a 1966 Plymouth Belvedere II wagon with a severely rusted front half of the passenger-side floor pan.



Next, the patch was set in place and the perimeter marked, then the panel was removed, and a cut line made about 3/8-1/2" inside of the patch perimeter. This gives plenty of bonding area.

The repair involved using a replacement floor pan from Auto Metal Direct (AMD), known for its high-quality sheet metal that often surpasses the original in strength and precision. Since only a section of the new pan was needed, it was sectioned to avoid unnecessary cutting of good steel and to preserve the remainder for future patch panels. This approach highlights the efficiency of using pre-stamped panels, even if only a portion is utilized, as the time saved fabricating a matching panel is well worth the cost.

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After cutting the old floor out, the bonding areas were cleaned up with a grinder. The spot welds left raised areas, those were ground away, along with as much rusty metal as possible. This is also a great time to treat the inner structures with rust killer.



The patch was placed on the floor and secured with self-tapping screws. The blue tape was placed to mark the support brace bonding flanges. Once all the screws were installed, they were removed. By pre-installing the screws, the patch will go back into the exact right position.

Preparing Metal for Epoxy Bonding

Achieving optimal results with PBA requires meticulous preparation, emphasizing cleanliness and proper surface conditioning:

1. **Cleanliness is Paramount:** Any contaminants such as oil, grease, loose scale, or flaky rust will compromise the bond and lead to delamination.
2. **Surface Preparation:** Grinding and degreasing are generally sufficient for most installations. For enhanced adhesion, a rust-killing chemical etch can be used to penetrate the metal's micropores. Heavy scale may require more aggressive removal methods like a wire wheel or rust stripper.
3. **Patch Panel Preparation:** New sheet metal, like that from AMD, often comes with a protective coating. This coating must be sanded off, and the surface wiped clean with lacquer thinner or acetone before adhesive application.

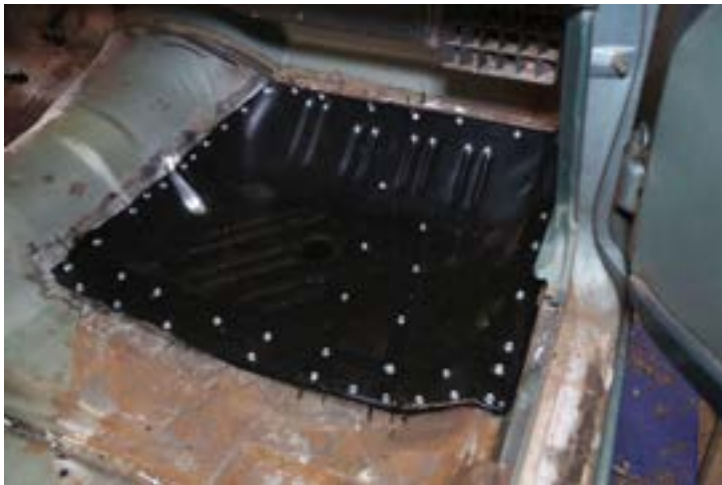
4. **Securing the Panel During Curing:** The perimeter of the patch panel should be pre-drilled or punched with holes for screws. These screws will hold the panel securely in place while the PBA cures. While clamps can sometimes be used, screws are generally more practical for larger, more complex patches. Self-tapping Tek screws are recommended over

Cleco-style pins, as PBA can bond Clecos in place.

No-Weld Rust Renovation: Patching Rusty Metal Without Welding-continued



Apply a 1/4" bead zig-zag bead of PBA to all of the bonding surfaces, including the support flanges.



Immediately after the epoxy is applied, install the patch with the screws and tightened down. If you do this on an exterior panel that will be visible, take care that you don't cause warp.

Curing Times and Application Tips

PBAs are available with varying cure times. For beginners, a PBA with a longer set time (30 to 90 minutes) and handling time (4-6 hours) is advisable. This extended working time allows for proper panel positioning and smoothing of the joint edges, which reduces subsequent finishing work. Experienced users might opt for faster-setting formulations, such as a 4-minute set, 30-minute handling PBA, suitable for smaller repairs or those with a high degree of confidence.

Once fully cured, the PBA repair will form a bond stronger than the original metal, making it suitable for critical structural components like floor pans in unibody vehicles. The ability of PBA to bond the new patch to existing support structures along their entire length, rather than relying on discrete spot welds, creates a more robust and continuous connection.

Conclusion The entire no-weld rust renovation process, including cleaning, cutting, and applying the adhesive, can be remarkably efficient, often completed in just a few hours. This method democratizes significant rust repair,

making it accessible to anyone capable of

basic hand tool operation—a wrench, a grinder, and a caulking gun. By embracing Panel Bonding Adhesive, car enthusiasts can confidently tackle rusty floors

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and other body issues, transforming seemingly daunting projects into achievable and rewarding endeavors.

No-weld rust repair using panel bonding adhesives (PBAs) is generally possible and increasingly common for car repairs in New Zealand, particularly for non-structural and even some structural components. However, there are important regulations and certification requirements to be aware of, especially when it comes to structural areas and Warrant of Fitness (WoF) inspections



After 30 minutes, the PBA had cured to the point we could remove the screws. Apply a little more epoxy to the screw holes and wiped the perimeter as well. You can do the same to the underside.

Condensed piece written by Author: Jefferson Bryant/Hemmingwsuppliedays.com supplied by Bruce Skinner

FOR SALE:



- (1) 1914 (Brass) Ford Model T Roadster.** Very good condition with recent total motor and transmission rebuild. As-new hood and side curtains.
- (2) Plus, purpose-built covered Trailer** (incl., electric winch and motorised jockey wheel) and
- (3) Year 2000 silver S Type V8 Jaguar car** – all with a current WOF.

Separately, a refurbished Ruckstell Axle is also available, at an asking price of \$1500.

The reason for sale is that we have sold our home and are moving into a Retirement Village.
Price for 1914 Model T is \$45,000; Trailer \$12,000 and a negotiable price for the Jaguar when the three items are purchased as a package deal.

Phone/txt 021 422292 David Oliver member Auckland VCC Branch



About Us/Contacts

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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

Chairman: John Higham: 09-478-7973

Vice-Chairman: Terry Flude: 021 958 678

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

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

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

Club Delegate: Richard Bampton 09 947 3042

GENERAL COMMITTEE Members:

Stuart Battersby: 022 471 2759

Andrew Lunt: 0274 996 803

Barb Stubbs: 0274 768 120 or 09 420 4094

Julie Croft : 021 126 7818

Jim Hefkey : 0272869593

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OTHER CLUB OFFICERS (Non Committee)

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

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Welfare Officer: Brian Bisset 09 554 1740

Librarian: Kevin Benseman 022 678 5629

Beaded Wheels Correspondent: Richard Bampton 09 947 3042

New Members

Club name badges are available on request. Email northshorevcc@gmail.com or any committee member.