



- > 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 December 2024

What is this?



This very special Model A Ford convertible coupe or cabriolet was originally manufactured around June of 1930. It is believed that this car was shipped new to eastern Montana by rail from the Ford assembly plant in Chicago. If you know how Model A's were distributed back then, please let me know. This car was modified in 1936 by Roman Chupp of Bloomfield Montana for Milton Hill, also of Bloomfield Montana. Milton used it to deliver rural mail around Bloomfield Montana which is in northeastern Montana. A Model T Ford truck rear axle assembly was installed along with four Goodyear 11.25 x 24 pneumatic tractor tires mounted on 24" tractor tire rims. These wide and tall tires let this car float over packed snow drifts as well as plow through deep loose snow due the increased ground clearance.

For more see <https://www.geekbobber.com/2015/01/1930-ford-model-rural-mail-delivery.html>



Hello all,
As the year winds to a close, we find ourselves once again immersed in the joyous season of Christmas. The North Shore, with its vibrant community and picturesque landscapes, transforms into a haven of festive cheer. Streets are adorned with twinkling lights, homes are filled with the laughter of families reuniting, and the air is thick with the scent of pine and freshly baked treats.

This Christmas, let us reflect on the year that has been – the challenges we have faced, the triumphs we have celebrated, and the community spirit that has bound us together through it all. It is a time for gratitude, for cherishing the moments shared with loved ones, and for looking forward to the promises of the new year.

For our readers who are passionate about veteran, vintage and classic cars, this season brings a unique charm. Imagine the joy of polishing a beloved vehicle until it gleams under the Christmas lights, or taking a nostalgic ride through the decorated streets, the engine's purr blending harmoniously with the soft strains of carolers. These cherished automobiles, much like the festive season itself, remind us of simpler times and timeless traditions.

Amidst the hustle and bustle of holiday preparations, let us remember the true essence of Christmas. It is not just about the gifts or the grand feasts, but about spreading love, kindness, and joy. It is about extending a hand to those in need, sharing a smile with a stranger and creating memories that will warm our hearts long after the season has passed.

To the readers of this editorial and the wider North Shore community, we wish you a merry Christmas and a prosperous New Year. May your days be filled with joy, your hearts be light, and your homes be warmed by the love of family and friends.

As we deck the halls and sing carols, let us carry forward the spirit of giving and togetherness that Christmas inspires. Here's to a festive season that brings peace, happiness, and an abundance of cherished moments.

Warmest wishes to you, your families and your cars, Editor



ps

I noticed at a local traffic management site recently a new use for traffic cones. If you need a outside seat stack them up like photo to appropriate height to suit you. Then you can sit on the top bottom lip and if you want you can even tilt back.



In this edition:

* Editorial -Embracing the Christmas Spirit	Page 2
* Chairman's Report.	Page 4
* Committee Meeting Notes:	Page 5-6
* In with the new and out with....?	Page 7-8
* Terry Costello: Candid photos from around the club	Page 9
* Delegate's report November—Tony Sparkes	Page 10
* NSVCC Club Captains Report	Page 11
* Working Bee—by Barbara Stubbs	Page 12-13
* A report on the Orewa Santa Parade	Page 14-17
* Posh Picnic 16 th February—Chris Field	Page 18
* My First Car—This month by Jim Hefkey	Page 19—23
* Road Report on The Hillman Straight 8 26	Page 24-
* History-Timeline: Dodge Brothers	Page 27-29
* Werner motor cycle, 1899.	Page 31
* Contacts.	Page 32



Chairman's Report: John Higham.

December 2024.

Progress
December 2024

Hello Members,

I am presently housebound recovering from a right hip replacement surgery with a non-operational computer, so writing this on my iPad.

We have written to Kraft Heinz Wattie's asking two questions. One, would they be agreeable to us using the Thompson and Hills name and Oak brand in relation to the BSA van, and secondly would they be interested in providing some sponsorship for the restoration, particularly the signwriting? They seemed to only read the bit about the money and came straight back with a forthright no. I spoke with them and said that they had not addressed the approval bit, and after a splutter said that they had missed that. It seems Kraft Heinz Wattie's have a demand on sponsorship requests and have a tight international policy which we are unlikely to meet. Besides that, Thompson and Hills are a long gone company name and the Oak brand is a small secondary level section of the jam, preserves and tinned products line now and hardly warrants investment. So much for some sponsorship, maybe we will try again later.

You may be aware of the national body NZVCC rewriting their constitution and with that the fundamental management structure of the organization. Keeping up with this is like reading the phone book, it's hard to make sense of the story. This is quite an important matter, and anyone interested in the details should contact the committee or Tony Sparkes, our Delegate. There is some distance to go on this, but it will need addressing early in the new year.

We had a good contingent at the Orewa Christmas parade last weekend. After an incident in a previous year event where someone at a parade ran into and injured people the organizers had taken a stance to get parade participants to sign a "hold harmless" unlimited indemnity agreement. We contested that and they said, okay. Why should we give unlimited cover that would most likely void our and branch members' insurances?

See you at the end of year open day,

John Higham



Committee Meeting Notes: Precis of

November 2024 Committee Meeting from Maurice Whitham.

Progress
December 2024

NOTES OF COMMITTEE MEETING 25 November 2024

New Members: Vincent Ingram
Lyall Martin
Carolyn Davidson
Craig Jackson
Peter Horgan
Karl Davidson
David Englebeck



Notes: Working Bee on Saturday morning 30 November 2024 was briefly discussed. Andrew Lunt is arranging paint for the Caltex sign. A list of jobs to be done has been prepared along with the necessary equipment that is required to undertake the tasks.

Wolseley engine on Trade Me again - Up to \$250.00 only before listing expired. To be relisted with starting price of \$250.00 and no reserve.

Willys car – Currently being stored free of charge. Paperwork is available for the car. A discussion took place in relation to the vehicle/condition and its ability to be re-registered for the road.

It was moved that the Willys vehicle be accepted, and this was approved.

Lanchester – The situation regarding the Lanchester was discussed and whether it enhances the other vehicles owned by the club. It was suggested that the membership needs to be canvassed regarding the retention of otherwise of the vehicle like that which occurred recently in relation to the Bedford tow truck.

Booking of Club rooms/vehicles – R. Moon doing club room bookings. Nothing formal for the vehicle bookings and this needs to be addressed.

Bedford repairs – Nothing has been set out at this stage, need to prepare a schedule/budget etc on the priority of the Bedford. No need to set a budget at this stage.

Need a new urn – The current urn is rusting, and the purchase of a new one was approved.

Committee Meeting Notes: Precis of November 2024 Committee Meeting from Maurice Whitham. continued

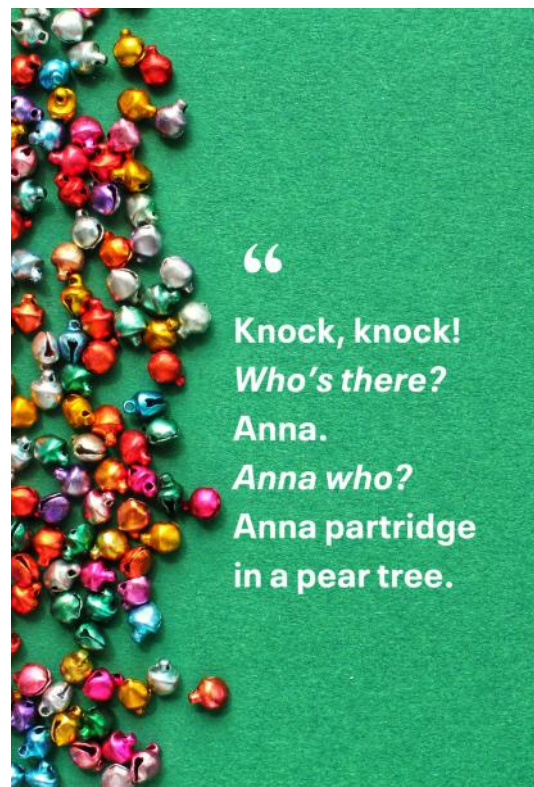
Progress
December 2024

Branch Facebook Page – A suggestion that a new interactive Facebook page for the Branch to be set is being looked into.

Storage Shed – Reorganizing the back of the Storage Shed is being looked into with a view of increasing the storage facilities.

Photography Club - 5 December 2024 coming down to the club rooms. Aware of the rules re unauthorized photos without permission.

VIC Officer - Bruce Pitcher has been approved as a third VIC officer of the Branch. He will work alongside the current members Arnold Van Zon and Warrick Orr.



Thanks to Good Housekeeping

The club has been offered and accepted the donation of a 1926 Willys Whippet Coach. The vehicle comes with comprehensive ownership paperwork, number plates and matching chassis number. It will require re-vening, but inspections by Terry Flude and Neil Beckenham have concluded that there should be no



‘Gotchas’ in the process. The chassis and mechanicals had been restored to a good standard and the body is part painted but some of the surfaces have reacted with the metal sealer and will need stripping back. Guards and valances are painted black and in good order. The engine had been reconditioned and not run but turned over regularly. The car is complete but not fully assembled, nickel plating done, radiator rebuilt, fabric for the upholstery supplied with the car, gauges all professionally restored, blue paint to finish body. It will need a couple of tyres and wiring. It is a UK (Crossley plant) manufactured car. The Willys will give us an attractive, practical and usable vintage vehicle and as such will be distinct from our predominately 1930s fleet (Fire Truck, BSA Van, Chevrolet Master and Singer).



At our earlier Special General Meeting regarding a potential land sale, the committee presented a financial case in

support of the sale of section of our land. The membership rejected the proposal to sell land and tasked the committee with increasing revenues and reducing costs to manage our way through the next 5-10 years. One of our biggest revenue earners is the Members Storage Garage; every slot in the garage earns the branch \$120 per month. Thus, a slot taken by a branch owned vehicle loses us \$120 per month or \$1,440 per annum. Unfortunately, this casts the spotlight onto Lanchester currently stored in the bottom left corner of the members storage garage. If you haven't had chance to inspect the car then please have a look at the vehicle.

Stuart Battersby continued

So now it's appropriate to start the debate about the future of our Lanchester. Our vehicle is a 1937 Lanchester Eleven. The **Lanchester Ten** and **Lanchester Eleven** were sold by The Lanchester Motor Company Limited from the Ten's announcement in September 1932 until 1951. Quite different from previous Lanchesters, the Ten was the second of Lanchester's new owner's new Daimler-linked Lanchester range. The names Ten and Eleven referred to the engine's rating for the annual tax and did not relate to the engine's power output. Part of the thinking behind BSA's acquisition of Lanchester was, in consideration of the international economic depression, to extend the BSA group's range of cars into the sectors between those filled by Daimler and the three-wheeled 'cars' of BSA Cars without affecting Daimler's super-luxury image. A few important points to note here are that our Lanchester



Eleven was produced by a consortium involving BSA and overseen by Daimler. Our Lanchester bears no resemblance to the early Lanchesters, at the time favoured by King Edward VII who believed that they were far superior to Bentleys. In terms of our North Shore Branch vehicle fleet our Lanchester is no doubt an interesting car but in terms of our current collection it would represent our fifth 1930s vehicle and comes from the same stable as our BSA van. At this point it is worth remembering our recent certification difficulties with our Wolseley, Bedford and Chevrolet could be repeated given that the Lanchester is not currently registered and lies in a heap in a storage slot that could be earning us nearly \$1,500 per year.

It's fair to say that the committee is currently considering whether to pass the Lanchester along to a member or other branch/organisation that can give the vehicle the focus and priority that it deserves. This is where the readers (our members) have a role to play. **Should we keep the Lanchester or should we pass it on?** We will be publishing a simple "Keep or Pass-on?" survey sheet for the clubhouse, but if you are unable to get to the clubhouse, then please drop me a line or contact any committee member.

Have lens will snap: Captured by Terry Costello.



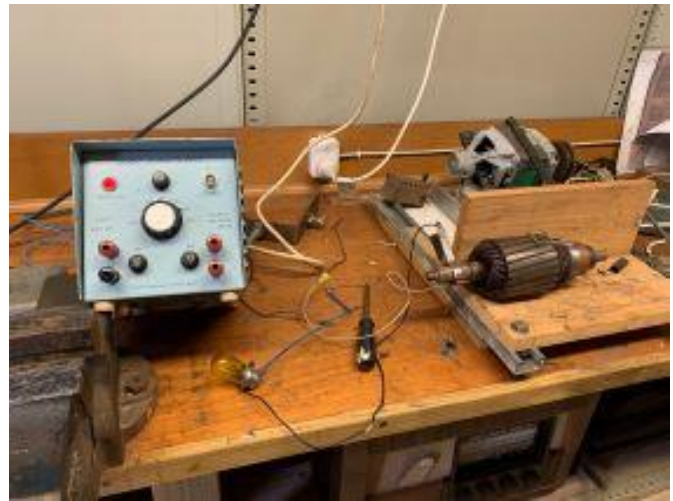
Arnold sewing grass seed



Gerald mowing lawns



Tony on his knees praying we will okay the



Testing an armature



Gerald getting mower ready for de



Colin fitting out the BSA



Owen scrubbing clubhouse ready for painting



Tony Sparkes

I have forwarded various pieces of communication between Branches and the President regarding the proposed draft Constitution (DC) to the committee. The branch responses to the DC are quite critical, both in terms of the content and the quality of the writing by a professional. These will need to be tidied up once the content has been agreed. If any other member would like to see those documents, please ask me.

I have read through George's response to our comments on the DC. Most of our points have been adequately addressed or are up for further discussion.

However, we commented that the proposed National Committee (NC) should not have the power to remove committee members elected by the membership. The reply states that this a requirement in the new Act. I cannot see that in the Act.

We also said that the deputy chairman should be appointed by the whole committee not just President. The reply says the President puts forward a candidate and it is voted on by the NC. However, that is not what is written in the DC.

Some of the points we made refer to items in our current constitution. The response says the management committee (MC) has pledged not to change anything if it is not a requirement of the new act. It seems a wasted opportunity not to correct anomalies from the past.

We pointed out that an appeal by members in cases of disciplinary action by the NC, if heard by the same committee, would likely produce the same result. The response says that is as it is currently. That is not correct. Members' appeals are heard by the Executive, not the MC.

I have read the latest MC meeting minutes. They have agreed that everyone on the NC should have a vote, even if not elected, ie Beaded Wheels editor and Speed Steward. The Registrar, not elected, also has a vote already. This is clearly a Constitutional matter and will be raised at future meetings.

Tony Sparkes



1954 Buick Wildcat II

GM's interest in developing small, powerful cars with light-weight fiberglass bodies resulted in the creation of the Chevrolet Corvette and Buick Wildcat in 1953, but something very different by the next year.

The 1954 Buick Wildcat II had very little in common with the original Buick Wildcat of 1953. Originally billed as an "American Adventure in Tomorrow's Design," the newer Wildcat featured just as many "retro" styling cues as progressive details. The "flying wing" front fenders and biplane bumpers had the look of a 1930s speedster. Freestanding headlights and chrome spoke wheels provided nostalgia as well.

Many concept cars are simply rolling hulks and were never given power trains as they were only designed for auto shows. This Wildcat II was specifically made "runnable" in case GM chief Harlow Curtis decided to have one built for his personal use. The car is powered by a 220 horsepower 322 cubic inch V-8.

Coming Club Events

19th December – Final Thursday morning coffee & Cake session for the Year.

22nd December (Sunday)– NSVCC club members only. Xmas BBQ and Car show.

Assemble at the Club from 9.00am and we plan to finish by 12.30pm.



Please bring one of your veterans, vintage or classic cars especially one we may not have seen in recent times.

No club events in January, Club house will reopen on Thursday 9th January

16th February – Posh picnic Chris Field has this in process, and it will be at a beach venue.

23rd March (Sunday) – Club public & invited car clubs open day and BBQ , music ,coffee etc

27th April - A “Zephyr” garage run starting from BP Station Northern Motorway, a visit to Matakana area and picnic at Leigh (Steve Paddison Warkworth/Wellsford VCC))

NB Easter is 18th – 21st April.

May – Run to Mangawhai, places of interest and including a visit to see the schooner “Daring “located next door to the excellent Mangawhai Museum, pub lunch.

Other Events

Ellerslie Intermarque Concours D’Elegance Sunday 9th February 2025

Auckland Brit & Euro Classic Car Show Sunday 2nd March 2025 10.00am – 3.00pm

If anyone is aware of any other local car shows, let me know or advise the newsletter editor.

Regular Diary -No club events in January, Club house will reopen on Thursday 9th January

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

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

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

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

...And remember...

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

Well Friday was a really nice day, and Sunday is supposed to be fine as well,

but working bee day Saturday was quite a different story!!! Misty rain, fine breaks and heavier showers were the order of the day, but 22 brave and dedicated members decided that it was only water! This, however, did restrict our efforts with painting, but it did allow us to get the trees pruned and, in some cases, chopped right down. It also meant that the Vintage Car Club sign and other areas at the side and front of the villa could be water blasted as well - wet weather gear optional!!! The Woodwork shop was cleaned and tidied and the bus had its windows cleaned and black mildew cleaned from the internal framing.

The bell was rung at 10.30 for morning tea where we chatted about the great turnout in the



inclement weather, what we were going to attack next and how many trees were going to be pruned and how many on the motorway boundary would disappear!! Where the evacuation point is (and how many of you know where it is?!)we now have a greatly improved view of the planting on NZTA land!!!!

A great morning's work for a damp day, but another working bee on a fine day will achieve a whole lot more, but for the 3 hours we were all there, we did get

a whole lot done.

A massive thank you to Andrew Lunt who masterminded today's efforts, ably assisted by John Castle and by a band of very enthusiastic club members.

After Morning tea we went of to our work areas to complete tasks with the interruption of the

The French connection

Bonjour mes amis, whilst this was a very splendid working bee at the Vintage Car Club on

Saturday 30th November, in a way it was a working

bee!!! Not totally club related but when one buys a French car, one must realize that some features are the reverse of more conventional English vehicles, and when one very astute gentleman driver puts one corner of his car in the wrong place, it took many hands to make light work of its rescue!!! The front wheels should have gone straight ahead, but typically French, FR took a left turn instead of straight ahead!! With many heads for suggestions, the trailer



was removed from the car, it took the engine lifter, big planks of wood, and brute force to



bring said Peugeot's all 4 wheels back onto the terra firma and gentleman driver very happy there was no damage. The old Chinese adage of "Many hand make light work" really came into play today!!!!

The Club Captain, John Castle has asked that his thanks to those who attended today for turning out on such a wet day and for getting stuck in and achieving what was done was included in this edition as by the time next edition comes out we will be into February.



Editor-Probably double thanks, all round, from him to all

Saturday 08 March 2025

SUMMER SERENADE

JAZZ IN THE GARDEN

An evening concert in
Wenderholm Regional Park featuring
JANE HORDER & FRIENDS

Proudly brought to you by the Friends of Coudrey House Charitable Trust and
THE BOTANIC
SILVERDALE

Bring friends, a picnic, wine, seating, rugs and a torch.
Gates open at 4pm, concert commences at 6pm.
Ticket holders receive free admission to Coudrey House from 4pm to 5.30pm.
Buy your tickets NOW online at www.eventfinda.co.nz
Adult \$55, Early Bird \$49 before 24th December | Friends of Coudrey House \$39

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Rain date: Saturday 15 March 2025.
www.coudreyhouse.org.nz

1. Why did the vintage car get an umbrella?

Because it wanted to be a little "sun-roofed".

2. What do you call a funny car?

A laughmobile.

3. Why did the vintage car refuse to start?

It had too many cranky mornings.

A report on the Orewa Santa Parade

By Richard & Angela



Well done NSVCC for turning out in force – including the Fire Tender there were 21 vehicles. Well up on last year's 12 entrants. And nearly all well dressed up for the occasion.

I was sorry not to drive the Fire Tender myself and many thanks to Peter Stubbs who immediately said “yes” on being told asked by Barbara to take a turn at the wheel and give up driving one of his own cars in the parade.



And Club Captain John Castle dealt with the coordination on the day, which involved getting the cars into date order. What would normally be an easy task is never easy when it comes to trying to coordinate the headless chickens that our members turn into whenever they are about to organised. Well done, John.



I don't like to point it out, but since none of you will have noticed from the account so far, I will have to tell you that it took two of the most competent club members to replace me on the day. (Just saying.) Note that one of them is not a committee member, which was a bonus.



Since I was not in the parade, I was able to see it from a spectator's point of view for the first time ever and in 13 years. The display by the NSVCC was far better than any other vehicular display – the Hibiscus Rodders were pale by comparison, the few (rather modern) motorbikes somewhat underdone, and the trade vehicles boring. The Fire Brigade had a good try, but none of their appliances can compare to our Chev. Angela and I managed to get a good spot on a corner from where I was able to take a few photos, and I was pleased to see that all the drivers were concentrating so hard on their driving that they completely failed to notice me.

(But what's new there?)

A report on the Orewa Santa Parade

By Richard & Angela continued



Of course, the Fire Tender took the limelight, followed by the 1920's quintet of John Castles' Model A, Allan Lorenzen's Austin 7 Chummy (a crowd favourite) Maurice Whitham in his Austin Light 16 Burnham saloon, the stately Buick sedan of Richard and Mary Lloyd and finally Julie Croft's superb Chrysler Roadster. It did not go unnoticed that Julie Croft's passenger was a certain Ford owner (no names, no pack drill but if you look closely at the photo, you may recognise him) who completely failed to get either of his Fords warranted in time in spite of having plenty of notice. He, and a couple of other no shows will not get pies at the next smoko, and I will be asking them for their sick notes.



Neil Fraser was the total 30's line-up in the club Morris 8. Having been asked which of his cars he was bringing to the parade he was unsure, saying that none of them liked going so slowly. He jumped at the suggestion of driving the Morris, and, although he had not driven it before, Kelvin (who looks after it and keeps it in such good fettle) gave him a quick lesson and he was immediately a classified a competent driver. But the problem arose – how to book the vehicle? There is no formal booking system! Even



though a system was suggested when the Morris was first made available to members. And again later, the (same) system has been put forward at least twice since. What frequently happens is that a driver who wishes to use the Morris asks the Chairman, who says "yes" or "no". However currently the chairman is out of action so that didn't work. It was solved by putting a piece of paper under the windscreen wiper stating, 'booked by Neil Fraser



for Saturday 23rd November'. Simple, crude but effective and it worked. However, this is not a sensible booking system for our vehicles, especially when the Chevrolet Master becomes available and everyone will be clamouring to drive it. Perhaps, Committee Members, you can dust off the suggestions dating back perhaps 8 or 9 years and sort something out?

A report on the Orewa Santa Parade

By Richard & Angela continued



The only '40's car, was Peter Lloyd's Mercury. (Sorry Peter – the only photo that didn't do a car justice. I blame it on the woman next to me getting in the way.)



An interesting and varied selection of 1950's vehicles, starting with a pair of Daimlers – Tom Bailey in his 1951 Conquest (with a crest on the door. Is there a story there?) and Anthony Wrigley's immaculate 1953 Special Sports. Then Alan Lennard's Citroen Big 15, dwarfed by the Ford Galaxie piloted by Barb Stubbs (this car is so long that I couldn't get all of it into one camera frame. Chris Field's Rolls-Royce Silver Dawn finished the 50's selection.



A Morris Minor belonging to Stephanie Berry led the 1960's roll call, followed by Andrew Lunt's Zephyr and Barry Larman's Sunbeam Alpine GT. But where was the 1964 Rolls-Royce Silver Cloud III? Sadly, missing in action, or as R-R euphemistically explain it, "The car failed to proceed." Just as it was about to join the parade it stopped. We hope it isn't anything too serious.



Then came the 70's mob. Led by Jim Heffkey's Bricklin, waving its doors at the crowd was a highlight but also raises some Highway Code nightmares, then James Liu in his Rover V8, next Vanessa Whitham in the diminutive Austin Mini and our whole entry rounded off nicely by Gerald Miller's (possibly over-decorated) Rover V8



And, if you include the cars in the Hot Rod group, there were more Austins on parade than any other make!!!!!!!!!!



(Dear Wade – the photo of the two Austin 7s side by side are the two in the Hibiscus Rodders line-up).

A report on the Orewa Santa Parade

Progress
December 2024

By Richard & Angela continued



And to round it off, the R-R was pushed quietly into Hillary Square car park (to a muffled round of applause). Hopefully it will be well enough to complete the parade next year.

Well done all, and can we make it a bigger line up next year?



photos of the two Austin 7s side by side are the two in the Hibiscus Rodders line-up

As last year's winner it falls to me to arrange the next.

I think that the main purpose of our club holding the annual 'Posh Picnic' is for us to take our partners and family and friends out to a lovely location, with our 'old cars' suitably prepared and polished, and enjoy a lavish picnic lunch. In this way the whole family can take part and from an historical perspective, "this is the way it was".

So, our next 'Posh Picnic' will be on soft grass next to the beach, under the shade of old trees and near a toilet.....perfect! Remember to bring your togs, a beautiful warm shallow water beach is just across the driveway.

To keep the stress low the route instructions will be minimal; turn right, turn right and turn right. On the trial run I only got lost twice! Oh yes, and the Rolls failed to proceed again as usual, so it's not too bad .

Anyone can come along, the more the merrier and don't be put off thinking you have to lay on a sparkling car with a picnic fit for royalty.

The point is that you can set out to win, or you can just come along for fun and have a good time; it's entirely up to you.

If you do want to compete for the winners award, or as most members do, just join in the spirit of the occasion, here's what you need to do.

1. Dress in period as if you were going on a picnic in your car when it was new.
2. Enjoy a picnic held in the same period. i.e. food types of the time.
3. Use items that were available at the time, or reproductions e.g., chairs, tables, Thermos flasks.

There is no point in overdoing it with things such as candelabra; only use items that would have been used back in the day.

The club will be providing awards for certain aspects of the event.

We will assemble at the Silverdale bus station (usual place) at 11.00am and drive to our waterside venue only 20 mins away.

Any queries,



just give me an

My First Car—This month by Jim Hefkey

Progress
December 2024

I lived in a small rural Canadian farming village in the snow belt region of the Great Lakes. My first car was a 1956 Plymouth Savoy that I had for a time at the end of my (very many) high school years. It had been my father's daily driver for a number of years before he abandoned it to the tail end of our driveway. I remember first seeing the car at the panelbeater's with my dad and grandfather, I may have been 8 or 10 at the time.

Grandad sourced the car after my father had rolled his previous (1940's?) Plymouth and spent a couple days in bed after being thrown out - no seatbelts then.



Figure 1 1956 Plymouth Savoy



Figure 2 1956 Plymouth Savoy

The Savoy was black with a pink roof (factory colours) and had originally also sported pink flashes along the sides but these were painted over when the panelbeater cut the rust out of the doors. The chrome trim looked more like a Belvedere model but this was due to its Canadian build origin and options. The attached pictures from the internet show a similar car, imagine pink where the white is, and black where the pink is, and that was our car. And ditch the whitewalls. Plain black tyres were all that real people could afford.

I was about 17 when I asked if I could take over the abandoned car. I don't remember the conversation but I remember it was winter and I had to regularly shovel a path through the snow so I could get inside and start pop riveting new metal onto the floor. It



Figure 3 Starter Bendix

was a real Fred Flintstone car - the winter salt from the Canadian roads had completely rusted away the floor and you could see the road under your feet while driving.

Springtime came and I was the first teenager in my group to have wheels that I didn't have to pedal. The black and pink beast was beautiful! I worked after school stocking grocery shelves so could afford to buy petrol. I would purchase \$2.00 at a time, about a quarter tank full. Always running near empty the station owner once commented that it was just as easy to keep the top half full as the bottom half. I replied that the difficulty was getting that bottom half full in the first place.



Figure 4 Push Button Gear Selector

The headliner was rotten, ripped, and falling down. I bought some black and white gingham check fabric at a local shop and proceeded to teach myself how to sew with my mother's old treadle Singer sewing machine. Decidedly not stock, the gingham check was a very groovy addition to the car in the late 60's, early 70's.

The car was powered by a (probably 230 cu in) flat head 6-cylinder engine coupled to a 2-speed push button Powerflite automatic transmission. One quirk of the car was that a worn ring gear kept damaging the already-prone -to-wear teeth on the starter motor Bendix. It was cheaper and easier to replace the Bendix unit than the ring gear so I got used to pulling the starter off every few months. If the weather was inclement (rain, snow, lightning) there was enough room that I could crawl in beside the straight 6 engine and pull the bonnet almost closed to cover me while I worked.



Figure 5 Snow Tyres

My home had a long single width gravel and weed driveway running alongside the house. Getting cars out often entailed shuffling between the family car, my father's van, and my pink roofed chariot. (remember the Aussie movie "The Castle"?) Worse was when one of the cars (usually mine) refused to turn over and needed jump starting. No way to get the batteries together in a single driveway. The solution was to connect both jumper cables together and clip them to the positive terminal of both cars. The cars were driven together until the metal bumpers touched thus completing the negative side of the circuit. Necessity the mother of invention.

After a year or so the body was really showing the ravages of road salt, particularly in the front fenders (guards) which now had large holes above the headlights. A local mechanic told me of a wrecking yard at a nearby town that had a car with one fiberglass replacement fender. I set off to find it and was cruising down the highway when a cop passed me going the other way. In the rearview mirror I saw him brake and pull a U-turn to follow me. Now I was pretty sure I wasn't speeding so that meant he was likely going to pull over the long hair bearded hippy in the rusty black and pink car for a roadside safety inspection. I was pretty sure the car would fail and started to panic. Just as I came over the crest of the next hill a miracle happened. The sign for my destination appeared on the right and I quickly pulled into the long driveway of the wrecking yard. The cop stopped on the highway and watched

as I parked in front of the office and went inside, making sure I was really there to do business and not just to avoid him. He was gone when I came out and I always wondered if he thought I went there to scrap my car. I did manage to buy the fender that day.

My First Car—This month by Jim Hefkey continued

Progress
December 2024

After replacing one fender, fiberglassing large holes in the other, and bogging other random rust holes I happily drove it around for a while sporting its patches of raw filler. I came to regret this as one day all of the dirt roads around town were treated their annual liberal spraying of used motor oil to keep the dust down. Of course, driving on the roads then splattered oil which soaked into the raw filler. Another job to redo. After replacing the bog, it was time to cover it with paint. I was offered the loan of a vacuum cleaner powered spray gun but dropped it almost immediately and broke the glass jar holding the paint. It didn't work very well at any rate so in the end I thinned the black paint to the consistency of water and painted the whole body (not the roof) using a brush while parked on the grass behind our house. It came out not too bad if I do say and the brush marks were hardly noticeable.



Figure 6 https://www.youtube.com/playlist?list=PLkMAuB8wS9SPMbNi_ffrYy2WvnfK5lx1

At some point I purchased an engineless wreck from a nearby town for parts. We towed it, without brakes, connected with a chain and old drive shaft behind another car driven by a local garage owner. He was using a car he had on his lot for sale. Shortly after starting off, we almost wiped out the tow vehicle on a rather steep hill, but made it home without causing any damage. The wreck was parked behind our hedge and after I had removed the glass and useable bits a few of us rolled it onto its roof so I could take parts off the underside. It stayed there for a couple of years until I eventually had it hauled away for scrap.

Tyres were of course skinny bias ply on 15" steel rims and another expense. Interestingly the Chrysler vehicles of the time had left hand lug nuts on one side of the car and right hand on the other. The cheapest tyres I could buy brand new were Turnpike Whippets for \$19.00 each from Canadian Tire (like Repco). Snow tires cost a little more but did not wear out as often. In the winter, like my father before me, I would put 4 large sacks of crushed oyster shell in the boot, 2 over each wheel. The weight helped aid traction in the deep snow. An added bonus was the crushed shell could be sprinkled under the tyres in case you got stuck on a slippery patch. There was always a shovel in the boot in winter. Antifreeze and an ice scraper were very much a necessity in winter and the Savoy was fitted with a mains powered block heater to make morning starts a bit more reliable. When you didn't forget to plug it in that is.

One summer I drove the Savoy to visit Rick, a childhood friend, who lived in a village toward the Windsor-Detroit border some 200 miles from my home town. The last half of the route was via the 401 expressway, which had a speed limit of 70 miles an hour. I managed a little better than that speed-wise but paid the price. The mighty air cooled Powerflite transmission decided it had enough and the last few miles were spent limping along the side roads. The

tranny oil smelled thoroughly burnt. My father managed to find a transmission at a wrecker near home and as luck would have it, he was driving to Michigan the following week to pick up a new Bluetick coonhound (his hobby). He dropped the tranny off on his way by. Rick and I moved the Savoy out behind his girlfriends' fathers barn and parked it over a slight depression in the ground. Sliding under the car the disassembly went well except one bolt on the upper right side proved impossible to reach. I borrowed one of Mr Ellerbeck's good wood chisels and chopped a flap in the transmission tunnel and removed the bolt from the top. Problem solved. Getting the cast iron 214 lb tranny out from under was another challenge. We dug a shallow trench in the dirt. Lying on my back I arched up until my chest was touching the casting then pulled it loose and I lowered myself down. Shuffling along on my back with the tranny on my chest I got the old one out. Installing the new one was the reverse: tranny on chest, slide under car, arch up to lift tranny and slide it into position (after a few go's). Hammer the hole in the tunnel shut, connect everything, and go for a test drive. Piece of cake. I never did ask dad what he paid for the spare transmission.

I don't really remember much hooning around in that car, I must have been pretty well behaved at the time when it came to driving. The drinking age was 21 and we seldom had alcohol, never when behind the wheel, although we did lose a few to that malady while I was in school. I do remember one adventure with a few of us driving into a farmer's field next to the local lake (and a Girl Guide camp) and tearing around the hilly field while dodging the plentiful stone piles. Can't for the life of me remember what we were trying to prove but we must have had a good time.

The beginning of the end came one summers day while reversing out of the driveway. In Ontario at the time the owner of a vehicle was responsible for maintenance and safety. A car was only required to have a safety inspection (WOF) when it changed ownership no matter how many years or decades that might be. A police officer could also request an inspection or carry out a roadside inspection if they suspected there were issues with the car (remember the trip to buy a fender?). Of course, for a young lad with little money that meant maintenance consisted of fixing things only when they broke, or the car stopped running. So, the Savoy was happily running with a broken engine mount. It was only noticeable when you pressed the Reverse button with the choke still on. The engine would then sometimes heel over and jam the throttle wide open, and the car would take off backwards. No big deal as applying the brake would slow the engine down and the throttle would return to normal. On this fateful day that winter road salt made its effects known once again. When I stomped on the brake pedal one of the steel lines had rusted through to the point it burst. Now in 1956

My First Car—This month by Jim Hefkey

cars were equipped with single circuit brakes which meant if one failed, they all failed. In reverse. At full throttle. I did manage to punch the Neutral button but didn't find the dash mounted parking brake. Out the rear window I remember seeing across the road a fire hydrant, a power pole, and a family sitting in their yard. Faced with these three targets, I aimed directly for the power pole. The car stopped. Quickly.

With the rear bumper and boot caved in about a foot and a half I only drove the car a few times after repairing the brake line with a bit of copper. It simply made no sense to put much into repairing a car that was already beyond its use by date (in North American terms) and unfortunately, Bad Chad was only 2 years old.

1933 Hispano-Suiza J12 Vanvooren Coupe

The 1933 Hispano-Suiza J12 Vanvooren Coupe is another dazzling example of automotive art from the early 20th century. Hispano-Suiza, a renowned luxury car manufacturer, created the J12 model, which was known for its exceptional engineering and elegant design.

This specific version, bodied by the French coachbuilder Vanvooren, features a sleek and sophisticated coupe design that exudes opulence. The J12 was powered by a massive 9.4-liter V12 engine, one of the largest and most powerful engines of its time. This provided the car with a smooth and powerful performance, making it a favorite among the wealthy elite.

The craftsmanship of the Vanvooren bodywork is truly remarkable, with beautifully curved lines, luxurious interior fittings, and exquisite attention to detail. The 1933 Hispano-Suiza J12 Vanvooren Coupe stands as a testament to the artistry and engineering prowess of its era.



Road Report on The Hillman Straight 8

Progress
December 2024

Trevor Larsen's Hillman



Built in 1930, Trevor Larsen's Straight 8 Hillman is a magnificent car, and Neville Gregory and I were fortunate to be chauffeured by Trevor on the November NSVCC run

to Fort Takapuna and William C Daldy. And the car is just as interesting as the visits we made that day.



There were few Straight 8 British cars made, among them Alvis (supercharged 1.5 Grand Prix race car), Arrol-Aster, Belsize, Burney, Daimler, Hampton, Hillman, Lanchester (4.5 litre, two of which were bought by King George VI for then princesses Elisabeth and Margaret) Leyland (the Leyland 8 front axle was used on Parry-Thomas' "Babs" speed record breaking car), Railton (which may not

count, since it used a Hudson engine), Rolls-Royce (Phantom IV), Sunbeam (30/90. 30 and 35. Only 65 cars built), Triumph (only 3 road going cars built, the other straight 8 engines used in Grand Prix cars) and Wolseley (around 300 built while in the private ownership of William Morris). Among these were several failures which bankrupted the company involved.



photo of engine

The straight 8 is a very smooth engine, but, because of the length of the crankshaft, crankshaft torsional vibration, present to some degree in all engines but worse with longer crankshafts, is sufficient to require the use of a harmonic damper to prevent possible fatigue cracking near the rear main bearing journal. And what a smooth engine Trevor's Hillman has. Although only 2.6 litres it has plenty of torque and runs evenly.

Road Report on The Hillman Straight 8

Trevor Larsen's Hillman continued



interior photo



photo of dashboard



Radiator slats

A quality car at the time, beautifully upholstered with a well-equipped dashboard the car was also fitted with automatic radiator slats, which



photos of vents and open windscreen

opened and closed as the water temperature rose and fell. Unfortunately this no longer works automatically, but Trevor has a control in the cab and the temperature can be easily kept even. It did get moderately warm inside, and all the air-conditioning units were operated (these are the side vents and the windscreen).



photo of indicators

Period looking flashing indicators have been added which blend in very well. As we motored serenely along, only missing one turn as we discussing the merits or otherwise of the Hobson Tele-gauge. I commented on Trevor's excellent gear-changing with no scrunches coming from the gearbox. He admitted that it is fitted with a 1940s Hillman box with full synchromesh, the original one being beyond repair.



The view down the long bonnet is impressive, and, as can be seen from the photo there is no hinge in the top of the bonnet. Ingenious catches allow the whole bonnet to open to either side for good access from the top, and the louvred side panels can be removed for even better engine access by turning one

Trevor Larsen's Hillman continued



Neville

It starts easily, the engine is very smooth with little engine noise in the cabin, and has plenty of torque. It sits squarely on the road and goes where it is pointed and the well-upholstered seats are comfortable with plenty of leg-room.

Neville and I enjoyed the journey and being driven by our chauffeur. We haven't yet decided if the visits or the journeys were the best part of the day.

Thank you, Trevor.

Would I like a Straight 8 Hillman? Yes – it is nearly as good as an Austin.

Special thankyou to Robert Brown for arranging the visit to the William S Daldy.



Trevor



The 1947 Jaguar Mark IV 3½-Litre Drophead Coupé is a luxurious and elegant British classic, representing the post-war revival of Jaguar's pre-war designs. Known for its graceful lines and refined craftsmanship, the Mark IV features a robust 3.5-liter inline-six engine that delivers smooth and reliable performance. The drophead coupé version, with its convertible soft top, combines the sophistication of a closed coupe with the freedom of open-air motoring. Inside, the car is appointed with rich leather and fine wood trim, epitomizing the luxury of its era. The 1947 Jaguar Mark IV 3½-Litre Drophead Coupé is celebrated for its timeless beauty and significance in Jaguar's storied history.

History-Timeline: Dodge Brothers -Yet another marque that you've never heard about.

Horace and John Dodge founded the *Dodge Brothers* Company in Detroit in 1900, and quickly found work manufacturing precision engine and chassis components for the city's growing number of automobile firms. Chief among them were the established Olds Motor Vehicle Company and the new Ford Motor Company. Henry Ford selected the Dodge brothers to supply a wide range of components for his original Model A (1903–04) comprising the entire chassis: Ford needed to add only the body and wheels to finish the cars Henry offered the Dodge brothers a 10% share in his new company in return for \$10,000 worth of goods (\$366,240 in 2023 dollars). In 1902, the brothers won a contract to produce transmissions for Ransom E. Olds' company, Oldsmobile, upon which they built a solid reputation for quality and service. They rejected a second contract from Oldsmobile in 1903, to retool their plant to manufacture engines for the Ford Motor Company, which would be in debt to the brothers.

The first machine shop where the brothers worked as parts suppliers for Olds and Ford was located at the Boydell Building on Beaubien Street at Lafayette. This location was replaced by a larger facility at Hastings Street and Monroe Avenue, which is now a parking garage for the Hollywood Casino (Hastings Street at this location has been renamed Chrysler Service Drive). By 1910 the Dodge Main factory was built in Hamtramck, where it remained until 1979. The Dodge Brothers Motor Company was established in 1913 and by 1914, John and



1915 Model 30-35 touring car



Dodge Brothers delivery trucks, Salt Lake City,

Horace designed and introduced the first car of their own – the four cylinder Dodge Model 30-35 touring car. Marketed as a slightly more upscale competitor to the ubiquitous Ford Model T, it pioneered or made standard many features later taken for granted, such as all-steel bodies. The vast majority of cars worldwide still used wood-framing under steel panels. Other innovations were 12-volt electrical systems (6-volt systems would remain the norm until the 1950s), 35 horsepower engines versus the Model T's 20 horsepower, and sliding-gear transmission (the best-selling Model T retained an antiquated planetary design until its demise in 1927). John Dodge was quoted as saying, "Someday, people who own a Ford are going to want an automobile." The company garnered a reputation for the highest quality truck, transmission, and motor parts supplied to other successful vehicles, and Dodge Brothers cars were ranked second in U.S. sales as early as 1916.

History-Timeline: Dodge Brothers Yet another marque that you've never heard about.

Progress
December 2024



M1918 light repair truck G10, likely U.S. Army (Field Artillery

That same year, Henry Ford stopped paying stock dividends to finance the construction of his new River Rouge complex, and the Dodges filed a suit to protect their annual dividends of approximately one million dollars, leading Ford to buy out his shareholders. The Dodges were paid some US\$25 million. (\$700,000,000 in 2023 dollars¹) They had already earned \$9,871,500 (\$276,402,000 in 2023 dollars) in dividends making a total return of \$34,871,500 (\$976,402,000 in 2023 dollars) on their original \$10,000 (\$280,000 in 2023 dollars) investment. The Ford

contract set them up for life, but they never got to spend it.

Also in 1916, the Dodge Brothers vehicles won acclaim for their durability in military service. First with the U.S. Army's Pancho Villa Expedition, during the 1910s U.S. Mexico Border War—the U.S. military's first operation to use truck convoys. General "Blackjack" Pershing procured a fleet of 150 to 250 Dodge Brothers vehicles for the Mexico campaign. Touring cars were used as staff and reconnaissance vehicles. Pershing himself used a Dodge touring car to keep abreast of army columns and control their movements.

During an incident in May, the 6th Infantry reported a sighting of Julio Cárdenas, one of Villa's most trusted subordinates. Lt. George S. Patton led ten soldiers and two civilian guides in three Dodge Model 30 touring cars to conduct America's first motorized military raid at a ranch house in San Miguelito, Sonora. During the ensuing firefight, the party killed three men, with one identified as Cárdenas. Patton's men tied the bodies to the hoods of the Dodges, returning to headquarters in Dublán and an excited reception from US newspapermen.

Subsequently, some 12,800 Dodge cars and light trucks were used in World War I, over 8,000 touring cars, as well as 2,600 commercial vehicles, such as screen-side trucks and panel vans—serving primarily as ambulances and repair trucks.

Dodge remained the United States military's primary supplier of light-wheeled vehicles until the U.S. joined the Second World War.

Dodge brother's death and sale to Chrysler

History-Timeline:Dodge Brothers Yet another marque that you've never heard about.



1927 Dodge Brothers Series 124
sedan

Store front of Dodge Brothers Motor Cars & Graham Brothers Trucks dealer, ca. 1920–1935



Store front of Dodge Brothers
Motor
Cars



John Francis Dodge



Horace Elgin Dodge

Dodge Brothers cars continued to rank second place in American sales in 1920. However, the same year John Dodge died of pneumonia in January. His brother Horace then died of cirrhosis in December of the same year (reportedly still grieved over the loss of his brother, to whom he was very close). With the loss of both founders, the Dodge Brothers Company was left in the hands of their widows, Matilda Dodge Wilson and Anna Thompson Dodge, who promoted long-time employee Frederick Haynes to the presidency. During this time, the Model 30 had evolved to become Series 116 (retaining the same basic construction and engineering features). As the 1920s progressed, Dodge gradually lost its ranking from the third best-selling automaker to seventh place in the U.S. market.

Dodge Brothers expanded its truck line and became a leading builder of light trucks. After expanding production capacity, Haynes signed a contract in 1921 for Dodge's large dealer network to exclusively market trucks with bodies built by Graham Brothers of Evansville, Indiana. The Graham truck line from then on used only Dodge-built chassis, from 1-ton to 3-ton capacity, and Dodge kept making light-duty trucks.

Development was stagnating, and sales dropped Dodge Brothers to fifth place in the industry by 1925. That year, the Dodge Brothers company was sold by the widows to the investment group Dillon, Read & Co. for no less than US\$146 million which at the time was the largest cash transaction in history (\$2,536,576,850 in 2023 dollars).

The Star



Santa is getting ready to take his annual leave but, as usual, more and more problems kept coming up.

Four of the elves get food poisoning, the trainee elves are on a "work slow" strike due to low wages, and the toy producing business falls further and further behind schedule

Then the missus tells him her mother is coming to visit.

When Santa goes outside to harness the reindeer, he finds that half of them have sauntered off to the waterhole for the afternoon because they don't feel appreciated. More stress.

Then, when Santa begins loading the sleigh, a board cracks and his sack of toys falls off, slipping and sliding all over the snow.

Frustrated, Santa goes into the house for a long glass of bourbon, but the elves have hit the liquor cabinet and there's nothing left to drink.

In disgust, he throws his empty glass down and it explodes into bits all over the floor.

Just then, the doorbell rings and the cursing, grumbling Santa throws open the door.

A little angel is standing on his doorstep with a great big Xmas tree. The angel asks so sweetly, "Santa, where would you like me to put this?".

And that, my friends, is how the little angel came to be on top of the Xmas tree.

Why did the car join the comedy club?

To improve its timing belt humor.

How does a vintage car write a love letter?

With lots of gears and affection.

Why was the vintage car so good at dancing?

It had great chassis moves.



Werner motor cycle, 1899.

Progress
December 2024



The engine is attached to the steering head and the petrol tank to the top frame and it is lightweight with a smoother drive due to the belt drive, however it was a little unstable due to its high centre of gravity.

Following the comparatively complicated designs of the 1890's (e.g. motor tricycles with engines geared to the rear axle and primitive motorcycles with

connecting rods directly coupled to cranks and on the driving wheels), a simpler method was evolved in 1897 by Werner Freres of Paris.

The light weight (65 lbs.), smoothness of operation due to the belt drive, and the comparative economy of the first Werner machines did much to establish the motorcycle as a practical method of individual travel. However, the high centre of gravity made them prone to side slip, particularly in wet weather.

This machine has a high speed de Dion type engine of Werner design fitted to a strengthened safety pedal bicycle. The single-cylinder, air-cooled, four-stroke engine is attached to the steering head and partially supported by reinforced front forks. The drive is taken to a belt rim on the front wheel through a round belt of twisted strip rawhide joined by a detachable fastener. The petrol tank, incorporating a wick vaporiser, is attached to the top frame tube. An ignition coil is clipped to the seat tube, and the accumulator is carried under the saddle.

The engine cylinder (217 c.c.) is 62mm. bore and 72mm. stroke, the exhaust valve is mechanically operated, and the inlet valve is automatically operated. Lubrication is affected by the insertion of a quantity of oil in the crankcase lubricator every ten to fifteen miles. The hand throttle is located over the inlet valve in the induction pipe which is partially incorporated in the frame steering head. An extra mixture control is obtained by twisting the left handlebar grip. The rear brake is of the simple band type, operated from the handlebar through a cable.

This Werner machine may be regarded as the first successful machine of a type which came to be known as a 'cyclemotor'. It was still being ridden fifty years later through the Second World War and this object still has the motor fuel ration book from 1949.

About Us

Progress
December 2024

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Club Nights: Every Wednesday from 7.30pm.

Restoration Shed: Every Tuesday & Thursday morning 9am - 12pm.

Committee Meetings: Last Monday of the month, 6.00pm.

Club Runs: Normally 12.30-1pm start, 3rd Sun. of month. Always check the 'Upcoming events'.

VERO Branch Reference Number: HO0300144 (Quoting this number when renewing your insurance gives a small commission back to the club).

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