

PROGRESS



NORTH SHORE BRANCH
(VCC) NEWSLETTER



NORTH SHORE BRANCH OF THE VINTAGE CAR CLUB OF NEW ZEALAND.

MAGAZINE : **'PROGRESS'**

Club Address: **40 Masons Rd, Albany**

Phone: 09-4792779

Editors E-Mail Address: nsvcc@orcon.net.nz **(Please note: New email address)**

Club Nights: Every Wed from 7.30pm.

Restoration Shed: Every Wed from 7.30pm, and open days (2-5pm)

Every Thursday Morning 9am - 12pm

Committee Meetings: Last **Monday** of the Month, 7.30pm

(All Reports Email to Editor Within 2 days of meeting please)

Club Open Days: First Sunday of the Month (2 – 5pm)

Ladies Night: 3rd Wed of the Month.

Club Runs: Normally 1pm Start, 3rd Sun.of month. Always check the
'coming events' page, or elsewhere in Magazine, for
information regarding these events.

NSVCC Website: www.vintagecarclub-northshore.co.nz

COMMITTEE:

Chairman Paul Collins Ph: 09-423-7888

Vice Chairman: Peter Lloyd Ph: 09-426-7179

Secretary: Maurice Whitham Ph: 09-627-0310

Treasurer: Michael Dorbeck Ph: 09-415-8339

Delegate: Brent Mathieson Ph: 09-489-1310

Club Capt: Kevin Lord Ph: 09-413-9157

Assistant C/Capt Richard Lloyd Ph: 09-420-5048

Editor: Brian Cullen Ph: 09-444-3261

Committee Members:

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Malcolm Dean Ph: 09-447-3141

Warrick Orr Ph: 09-413-7178

Clive Sandham Ph: 09-486-6047

Dallas McNeil Ph: 09-424-3598

Neil Beckenham Ph: 09-426-5831

I.D. Cards:

All ID Card applications must be forwarded to the committee for processing.

Progress Magazine:

Please note:

The information in this magazine is supplied as a service to members. Articles of interest are welcomed. The opinions expressed in this magazine are those of the authors, and the Club accepts no responsibility for the accuracy of the statements.

'Progress' is registered at GPO Wellington, as a Magazine.

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ISSUE NUMBER: 425.

MONTH: NOVEMBER 2011

COMING EVENTS:

NOV	27	Working Bee for swap meet
Dec	3	Swap Meet and Car Show (at club Grounds)Sat
Dec	11	NSVCC Xmas party and Gymkana—Start 3pm.

E/MAIL Addresses for Committee members:

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COMING EVENTS (OTHER THAN NSVCC BRANCH EVENTS)

This page is intended to help inform members of Coming Events **other** than our own branch events. These events will also include other Branches Rallies/Functions etc, where our members may wish to participate

2011

Nov	20	Glenfield Xmas Parade (Cars wanted) 11am start
Dec	11	Birkenhead Xmas Parade (Cars wanted) 11am start
Dec	11	NSVCC Xmas Party and Gym-kana.

2012

Jan	16 - 27	VCC Rally (Wanganui)
<u>11th Feb</u>		<u>Meguiars NZ Classic Car fun Run. (Saturday)</u>
Feb	26	Galaxy of cars. (Now to be held at Western Springs)

Greetings friends and fellow members.

A busy October brought a wide range of events for Kath and I – both highs and lows, beginning with a nephew's wedding, then the following week we attended the funeral for Murrae Henderson. Along with Family and friends, there was a large turn out of VCC members and also some from the Vintage Machinery club too.

On Labour weekend we attended the Auckland branch **Hunua 100** Rally, along with Kevin Lord and Marlene who achieved 3rd place in the commercial class in their Zephyr Ute. Well done.

We had also managed to call into the club on one of the Thursday morning restoration mornings to see the progress on the vehicles, and looked at the earthworks for the new shed. Thankfully the weather has been kind to us lately so that work has been able to progress. The footings should be underway very soon.

Coming up in November is the Northland branch's **Far North Tour**, then the **Cambridge Swap Meet**, and also our own branch **club run** too. And then in December we have our **Swap meet & car Show**, and on the following weekend our **Gymkhana** and **Christmas party**. Then before we know it Christmas will be upon us again. *Wow, how the year is racing by.*

Meanwhile take care and keep well. See you all at the next club events.

Safe and happy motoring,
Paul.

We start this month on a sad note with the passing of Murrae Henderson. I first met Murrae some 36 yrs ago when I joined N.S.V.C.C. as a young and keen new member. Murrae was the first person to greet me and I came away thinking what a great guy. He has been an inspiration to me and many members over those years. Always helpful fixing generators, starter motors and anything electrical, including our burglar alarm in the club rooms and any general wiring. I enjoyed the company of Murrae and Joan on many of our local rallies and several international rallies. I will miss Murrae greatly as I know a lot of us will, and I wish to extend to Joan and Family my deepest sympathy. Murrae will be dearly missed.

On a lighter note, we had a visit to a private collection of cars and memorabilia, with all attending enjoying a run in the sunshine to a unique property .

I also attended an evening of rally instruction held at the Auckland branch, with some of our North Shore members. This was really worth while as it helped with an excellent Hunua 100 Rally which we attended on the following Sunday.

Note: No club run this month. We will be having a working bee on 27th Nov. A tidy up for our swap meet. Come along as it is a great way to meet your fellow members. Also volunteers required for swap meet.

Happy Motoring : Kevin

THERE WILL BE NO RUN THIS MONTH. (NOVEMBER)

A WORKING BEE WILL BE HELD

ON SUNDAY 27th NOVEMBER TO HELP

PREPARE THE GROUNDS AND

FIELD FOR OUR UPCOMING SWAP-MEET

AND CAR SHOW.

PLEASE BRING SPADES—RAKES—ETC.

START TIME -- 9AM.

THANKS ALL. SEE YOU THERE.

SWAP MEET/CAR SHOW

Don't forget---Our annual Swap-meet and Car Show

At our Club grounds---Saturday 3 Dec.

Helpers be there at 6.30am please.

Club members bring your Vintage Vehicles.



Art Deco &
Retro Fair

VINTAGE BRING AND BUY

Bring along your clothing, jewellery, gloves, shoes, hats, furs, collectibles etc to sell, or just come to buy.

21ST JANUARY 2012 - 10AM-3PM

Auckland Horticultural Building, 990 Great North Rd, Western Springs (archway into parking area). Opposite the end of Motions Rd.

CASH SALES ONLY **Tea & Coffee available**

Stall Holders - \$20

(Please bring your own cash for change and don't forget to pack some lunch)

Please register your interest in selling by phoning:
Lou Mathieson - 021 989 751 Sally Whitley - 021 836 663

New Shed Report.

The contractors have advised that the footings/foundations will commence Mon 7th Nov. Please leave the main gate "un-padlocked" to allow access. The port-a-loo has been delivered (as required) but can stay and be used for the Swap meet also. Several truck loads of "base course" has been delivered and spread—enough to allow the concrete trucks to reach all around the footings. Weather permitting, erection of the shed should commence by the end of the November.



Of the many eccentricities of playboy and millionaire George Whittell Jr., perhaps none have earned him such notoriety as his fondness for his pet lion, Bill, which accompanied George wherever he went, including in the fabulous cars he owned and particularly in Whittell's Murphy-bodied 1931 Duesenberg Model J coupe, one of six Duesenbergs Whittell bought new in his lifetime. Possibly thanks to Bill's passengership – and definitely due to Whittell's ownership – that Duesenberg sold at Gooding's Monterey sale this past Sunday for \$9.4 million, or \$10.34 million with premiums. Lion not included. Coming just a day after Gooding sold its headline car – the first-ever 1957 Ferrari 250 Testa Rossa – for more than \$16 million, the sale of the Whittell Duesenberg coupe smashed the record for the price paid for a Duesenberg at public auction, previously held by the Mormon Meteor Duesenberg, which sold for \$4.455 million at Gooding's Pebble Beach auction in 2004. That price also appears to be the new record for an American car sold at public auction.

According to the auction description, Whittell tasked Frank Hershey with the design of the car, incorporating a number of Whittell-specified cues, including the brushed aluminum top, the black paint and red undercarriage, and the port and starboard navigation lights. It cost \$17,000 to build (at a time when the most expensive Ford Model A cost \$640), and Whittell held on to it for the next 20 years. It has since been restored by Chris Charlton and taken first in its class at the Pebble Beach Concours d'Elegance.

All told, Gooding took in more than \$78 million this past weekend. After the Ferrari and the Duesenberg, 13 more cars broke the seven-figure mark at Gooding, including a 1927 Mercedes-Benz S-Type 26/180 Sportwagen at \$5,040,000; a 1959 Ferrari 250 GT LWB California Spider at \$3,355,000; a 1956 Ferrari 410 Superamerica Pinin Farina Series II Coupe at \$2,970,000; a 1963 Shelby Cobra Factory Team Car at \$2,585,000; a 1953 Ferrari 375 Vignale Coupe at \$2,200,000; a 1953 Siata 208 S Spider at \$1,567,500; and a 1932 Alfa Romeo 6C 1750 Gran Sport Spider, a 1966 Ferrari 275 GTB Alloy, and a 1932 Duesenberg Model J Dual Cowl Phaeton, all at \$1,540,000. On the low end, a 1958 Zundapp Janus sold for \$22,000

ENJOY - A Blonde's Year in Review

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January Took new scarf back to store because it was too tight.

February Fired from pharmacy job for failing to print labels.....

Helllloooo!!!.....bottles won't fit in printer!!!

March Got really excited...finished jigsaw puzzle in 6 months...

Box said ' 2-4 years!'

April Trapped on escalator for hours ... Power went out!!!

May Tried to make Kool-Aid.....wrong instructions....

8 cups of water won't fit into those little packets!!!

June Tried to go water skiing.....Couldn't find a lake with a slope.

July Lost breast stroke swimming competition.....

Learned later, the other swimmers cheated, they used their arms!!!

August Got locked out of my car in rain storm.....

Darn car filled up with water because convertible top was open.

September The capital of California is 'C'isn't it???

October Hate M & M's.....They are so hard to peel.

November Baked Thanksgiving turkey for 4 1/2 days ...

Instructions said bake 1 hour per pound and I weigh 108!!

December Couldn't call 911. 'Duh' there's no 'eleven' button on the stupid phone!!

A man was in his front yard mowing grass when his attractive blonde female neighbor came out of the house and went straight to the mailbox.

She opened it then slammed it shut and stormed back in the house.

A little later she came out of her house again went to the mail box & again, opened it, slammed it shut again. Angrily, back into the house she went.

As the man was getting ready to edge the lawn, here she came out again, marched to the mail box, opened it and then slammed it closed harder than ever. Puzzled by her actions the man asked her, 'Is something wrong?'

To which she replied, 'There certainly is!'

My stupid computer keeps saying, "YOU'VE GOT " MAIL!"

AD'S AND NOTICES

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North Shore Vintage Car Club Branch Price List

Cloth Badges	\$6	(All Queries please contact The Secretary)
NSVCC Car Badges	\$15	
VCC Chrome Wings	\$25	(All payments are to be made to the: North Shore Vintage Car Club)
VCC Brass Wings	\$20	
NSVCC Lapel Badges	\$5	
Rally Card Holders	\$10	

EDITOR'S E-MAIL ADDRESS; nsvcc@orcon.net.nz

Name Badges:

Would members please wear their name badges on rallies or events, to assist in helping to “get to know” each other, particularly new members.

Please be sure to add your name to the list (in the club rooms) when attending rallies.

I.D.Cards:

These are compulsory for all National Calendar Events. Be sure to take them with you.

Photographs of your Vintage car.

The club needs a photo of your Vintage Car to display in our club rooms, along side those already on display. These should be of a size 10 x 8 inches. Frames and captions are free. Remember, these photo's are one of the main attractions for visitors, prospective members, and of course, current members. A Photo of your car can be arranged next time you attend a rally or club function. **Please: Check with a committee member first.**

Rally's:

Make sure you have a current W.O.F. and Rego. when participating in Club organized events.

Meguiars NZ Classic Car fun Run. (Saturday 11th Feb 2012)

This run will be different from previous events. Instead of starting from the Ellerslie race course for different destinations, we're leaving from 5 places and navigating our way to Vellenoweth Green in St Heliers. If a runner, you will recognize Vellenoweth Green as the “Round the Bays” destination—so there is plenty of space. Runs will depart from:

- 1 West---Westgate Shopping center
- 2 North shore—Mills Lane off Oteha Valley Rd.
- 3 Greenlane—Ellerslie Racecourse
- 4 Papakura—Bruce Pulman Park in Walters Rd.
- 5 Pukekohe—Yet to be decided but will be added shortly.

Web-site link----www.concours.org.nz/events.html

GARAGE SALE

Wayne Welch, Rods son is trying clear out Rods sheds so they can rent the property. He is having a garage sale on the 10th September starting at mid day if members of the North Shore Vintage Car Club want to attend. Most of new parts and tires were sold to Errol McApline. The books were donated to the Auckland Vintage Car Club. There still enough parts there to fill six containers. Lots of Ford Model T and A parts, machinery, telephone box, automobila, magazines, posters, nuts and bolts, tires and tubes. The prices are very cheap as Wayne wants to move the parts. What is left at the end of the day could go to Horopito or Wayne might donate it to a Vintage Car Club. The cars at present are not for sale but if some one wants a new 19 inch tube for five dollars then go to the garage sale. You can talk to Wayne on 027 232 7312.

Barry Birchall 09 818 8755

FOR SALE 1948, Morris 8. I am owned car this for the last 5 years. All in original condition, WOF, Reg, 58k miles on the clock. Runs very well. Also have 6v battery charger to go with it. New tyres, new battery. I bought this from New Plymouth. I am now planning to move to Australia and would like to sell this to a good home. I bought this car for \$4,500 and spent \$750 to put a new Dif and about \$200 for a new battery but I am happy to sell this for \$4,000 ono. Any offers will be considered. It is kept at my home in Upland Road Remuera, Auckland.

NEW MEMBERS

Welcome to new members; NICK SCOTT -- 6 Sunlight Prom. Snells Beach

(1930 Ford model A Tourer)

NOTE: No new members for October.

REAR WHEEL BRAKE EVENT

Sunday December 11th 12 30pm

A rear wheel brake event will start from the Albany Plunket car park at 12 30pm on Sunday December the 11th. It is 46 miles long with two metal sections of 2 miles each. It would be very demanding for 1 or 2 cylinder veteran cars. It is open to rear wheel braked cars, motorcycles and commercials. No moderns or four wheel braked vehicles. To get to the start from the south and west, exit the Northern Motorway at Greville or Oteha Valley Rd exits, proceed to Albany Village and turn left past the mower shop opposite the Shell service station. From the north, go into Albany Village and turn right just before the Shell service station. Registrations and warrants will be checked. Five starters makes it viable. Further information contact John Stokes (09) 426 3365

1950 Crosley Hotshot Road



1939 American Bantam Roadster





DUESENBERG'S

Model

J - 243



1929

Model J - 116



1929

Model J - 187



1926 Model A

Dual Windshield

Phaeton

If you have an Earthquake Fund it would be advisable to have 3 people running it one off the Management Committee and perhaps two past Presidents. If this came into practice we as a Branch would be happy to donate to it. Also we have to remember that if there was a similar problem in another part of New Zealand we would have to do the same thing. Letting all your members know that there is funds available would be quite a task.

As discussed at the exec meeting in March the biggest challenge would be to find those affected people, and to work out how funds can be fairly distributed. Setting up a trust would be too costly. One of the thoughts was to; invite any affected members to forward their case in writing to a designated person/s for consideration, within a set time frame. These applications could then be considered alongside set criteria and funds distributed accordingly

We have always felt that this would be a complex and potentially difficult thing to manage! It is our feeling that the

branches, particularly in the North Island, are too far removed from the reality of the situation to make any sort of an informed opinion on the "who and how" of its administration. I know that this does not help you at all but we would look to the Executive for suggestions and guidance on this one

- The money be divided up amongst those in the worst affected zone i.e. the Red zone and maybe in the Orange Zone.

- The money could be used to pay Red zones subs next year.

My own thoughts are that if those members in the affected zones do not wish to apply for any help from the Club, then ask them to decide how they would like the money to be disbursed. They may know a family or families who need assistance, rather than put it into one of the official relief funds. That way, it would be of immediate help to someone who may be in dire need. It was felt that the Canterbury Branch, through its members, would know the personal circumstances of members affected, and these should be nominated for assistance, It was considered Far North members were not in a position to assess claims. The possibility of repairs to National Archives was discussed, but it did not seem to fit the criteria of assistance to members.

I canvassed the members for ideas re distributing the funds and the responses I got were in the same line - as there have been no applications to date, just leave the money in the bank and decide at a later date until there is more clarity of those affected. The Canterbury branches would have a better idea probably - don't make a rushed decision if there is no hurry.

Our feeling was until we know how many members want to put their hand up for a payout it is hard to know where to go. Do we contribute towards repairs to members cars? If we were to say give each member \$100 that would only cover only about 160 odd members.

Our Branch does not feel we need to give suggestions or be involved in the discussion about the distribution of funds related to the Christchurch Earthquake Fund, as we did not attend the National Executive meeting in Auckland in March and were not involved in the selling of raffle tickets.

In regards to the distribution of funds for earthquake victims the suggestions are as follows,

1. That the money is held in an investment account for future distribution should there be any ongoing disasters, (given that Christchurch is still experiencing aftershocks) After a suitable period of time the club could survey all members who have experienced damage to their vintage cars regardless if they have made a claim or not ,and then divide the funds out to them.

2. In the absence of anyone making a claim, that the money be used to make up the shortfall in the repair of the damage to the Christchurch head office.

As one of the significant funds raisers and raffle supporters for the VCC President's Earthquake Appeal, this branch has more than a passing interest in the ultimate destination of the money raised. Tickets were sold and funds raised on the premise that earthquake affected VCC members would be the beneficiaries. There is a feeling here that, if at all possible, this should continue to be the outcome.

However, it is recognised that a fair and equitable distribution to affected members may not be possible without agreement, application, or great attention to assessment of need and circumstance which could see the relatively limited amount of money in the fund eroded by set-up and administration costs. This would not be a desirable outcome. There also needs to be a cut-off date for collection of donations and subsequent distribution of the funds raised. A separate Appeal Trust Fund account would be necessary for this purpose.

To our knowledge, the fund has not yet been set up or advertised, so it is not surprising that there have been no applications so far. This appeal funds distribution issue has been discussed by Waikato Branch Committee and our members' approval was sought at clubnight recently for our response.

The Branch considers that if distribution to affected VCC members is either not necessary or considered to be impractical, the funds should go instead to those individuals from throughout the earthquake affected region in the most significant need, rather than to the rebuilding of infrastructure. Hence Waikato Branch Committee:

'Moved that this Branch recommend the funds collected for the VCC President's Earthquake Appeal be forwarded to the

Red Cross Canterbury Earthquake Appeal, provided this action is endorsed by Branch members at the next clubnight'.

I can advise that members did endorse this recommendation. If this is the eventual outcome, it is considered appropriate that the Vintage Car Club of NZ Inc. receive some recognition of the substantial funds raising efforts put in by club members and the Club as a whole, on behalf of the earthquake victims of Canterbury.

- Suggest that the donations be returned to the donors as in the case of branches, I am sure their donations could be well used.
- St Johns and/or Red Cross or share between the two. Scholarship (several) \$500 or \$1000 for a person to take up an apprenticeship in Motor or Building related trades.
- "For what it is worth, if there are no deserving members in CHCH who may benefit from the fund, I suggest that the fund be donated to Mayor Bob Parkers own fund to distribute as he feels fit.
- If we were to donate it to the Red Cross or the Salvation Army, I believe it would be swallowed up by those organization, worthy though they be. By donating it to Bob Parkers fund I think the VCC would get more recognition by both the Mayor and the Council, which could stand us in good stead when either the National Club or one of the Canterbury Branches may need council assistances. There was overwhelming support for the suggestion that the fund should be used as a buffer in case further earthquake action causes damage to the Nat Office which is not covered by insurance. Some of the suggestions were to use a portion of the funds to improve the earthquake proofing of the office.

At our recent VCC meeting we discussed the various options of what the Earthquake fund could be best utilised. There was an "all in favour" decision made and that was to give it to **St John Ambulance**, as it was deemed a vital service to all. It is acknowledged that everyone in Canterbury and Banks Peninsula branches have been affected in some way and the distribution of funds would be difficult. The following suggestions/ideas have been received:

- Work with one of the major fuel companies. All members from both branches could be given a pre-loaded fuel card, petrol vouchers or cash cards. (Members, who didn't want to use them for themselves, could then donate their card to other causes or individuals.) (For Canterbury branch members, these could be mailed out with their "Hub". Newsletter "stuffers" would leave the envelopes unstuck and one or two members could then insert the vouchers, making sure that only one per "Hub" went to Canterbury addresses only.)
- Waive part of the branch levy to all members of both branches.
- Waive the whole subscription (including branch levy) to all members of both branches.
- Waive the whole subscription (including branch levy) to all members who have suffered damage. (This should be applied for, or members could pass on names of those members who have suffered damage).
- Waive a portion of the *Beaded Wheels* subscription to all members from both branches.
- For those affected members from the red and orange zones who have had to find storage for their vintage vehicles, to be able to apply for an agreed amount towards the storage costs. (This has been an unexpected cost for them and not one that will be covered by any other grants.)

Canterbury Branch members are deeply moved and grateful for the support from club members from around the country. We understand the complexity of distributing funds, as everyone has been affected in some way from the disaster. It will be difficult to make a decision on need. We realise that it will be an enormous task to fairly distribute these funds in order to spread the net widely. Doing Canterbury Accounts, their loss this year is attributed to the EQ in February, as numbers dropped dramatically for those attending the rallies. While numbers were down for Social Events and Rallies, the last three Noggins have been bursting at the seam, as was the branch AGM. He believes that financial assistance isn't the thing that Canterbury need. They need the comradeship, support etc from fellow members and this seems clear with the attendance at these events. His personal recommendation would be that the funds go to an already 'set up' organisation, as in the end this would help the public of Canterbury. Perhaps allocating some funds to member's subs wasn't a bad idea which would be easily administered.

Currently, with no requests from members for assistance, suggests the method of “communication” requires a re think. For whatever reasons, the idea of members “putting forward” the names of fellow members whose circumstances were thought to have warranted notification has not produced results.

Let’s take a step back. The support from many branches and members for those fellow members affected by the earthquakes is evidenced by the funds raised by those branches. For that support to reach those who have suffered a loss, I suggest a direct approach be made to them, requiring them only [should they wish], to respond.

To achieve this response, if the branches in Canterbury were to include in their newsletter a pull out page with appropriate questions to be answered by those members wishing to receive the support offered, the receipt of these at HQ, would, upon totalling, allow a figure to be known. With those branches holding funds in readiness advising HQ of their respective amounts, both the total of “claims” and monies held would be known, and a suitable procedure of recompense adopted.

Difficult has it may be [given that we have just be shaken in our beds by a 5.1 jolt, as evidence of the ongoing nature of the drama], it would seem necessary that a cut off date for “applications” to be received, be established. As a suggestion, 31st December, 2011.

Reasonable simplicity is I believe a necessary component of any distribution of assistance, both in the establishing of the recompense criteria and its implementation. Given the impossible task of ascertaining individual member’s trauma driven discomfort, I believe we are best to steer clear of this, and direct out attention to financial loss. Here, a common fact allows a clear path to arrive at that loss, the excess on insurance policies to be paid by the claimants.

In order that a hands on approach may be visible, I volunteer our own circumstances in this matter. The repairs to our home are in the \$100,000 and over category, with a 1% excess, [claims under \$20,000 have a \$200 excess, claims between \$20,000 and \$100,000, a 1% excess] The Earthquake Commission [EQC] fronts up with \$100,000 of our claim, plus gst, totalling \$115,000. Our excess is \$1,150. EQC also pays the first \$20,000 of contents cover, here the excess is \$200, irrespective of the size of the claim. We will have a \$200 excess.

Our policy with our insurers has a \$350 excess on the house. Unlikely our contents claim will exceed the \$20,000 provided by EQC, meaning here we will not call on our insurers. [Should it subsequently become necessary, our excess is \$250.]

With the wonderfully modest \$50 excess on our Vero covered vehicles, we will not be uncomfortable to fund this on our claim. To date we have paid the \$1,150 and \$350 excess’s to our insurers [as they take over from EQC], this, as a “condition” from them before they would even consider moving our claim across” to Hawkins Construction, which company is charged with supervision of the \$100,000 plus work!! Once our contents loss has been assessed, we will be up for the \$200 EQC excess. All up, our likely cost of all excess’s will be \$1,700.

All this from the September quake. We are dealing with the third suggested builder, [looks promising this time], have been twice placed “on hold” via “new quakes in your area”, still waiting for quotes to be received from the subcontractors, and no timeframe when repairs will start, let alone be allowed back into our home.

Should this quantification of excess’s be adopted as the basis of recompense, it may be prudent to allow for “averaging” in a case where a policy holder has opted for a very high excess, and thereby over time, enjoyed considerably reduced premiums. Recognition would also be required where a members damage had not by cut off date been assessed.[I suspect these would be in the minority.] Given that a perfect solution is unlikely to arise, it would seem feasible to where necessary, factor in the 2 cases mentioned and move forward. Given that our Annual Accounts are subject to audit, I suggest the funds could be transparently received into, and despatched from our general bank account, with a copy of the request to accompany payment, the original, having been signed off by the overseeing body, retained on file.

In summary, once the respective totals of requests for assistance are known [and conformed as appropriate] together with funds in hand, an observation can be reached regarding a surplus or shortfall of funds to meet the requests. A surplus would allow full payment, with the fate of any remaining funds to be decided, [Cholmondley Home and Living Springs, both iconic children’s facilities in the area, would, dare I say, be received favourably by Canterbury members as a whole]. A shortfall would require thought as to how best fairly distribute. A pro rata payment based on individual members excess’s compared to the overall total would appear to be worthy of note.

With reference again to simplicity of operation, the Executive may feel comfortable to approach past VCC president, Leigh Craythorne and Gary Moore, ex Mayor of Christchurch [and VCC member], to enquire if they would consent to form the HQ overseeing facility, joined by current president John Coomber and Secretary /Treasurer, Michael Lavender.



MEMORANDUM

TO: ALL BRANCHES
FROM: MICHAEL LAVENDER
HON SECRETARY/TREASURER
RE: LETTER IN BEADED WHEELS "PROCRASTINATION NOT HELPFUL"
DATE: 21 OCTOBER 2011

We ask all branches would they can place this notification in their branch newsletters ASAP.

An item written in the Mailbag of Beaded Wheels issue 312 October/November 2011, shows some inaccuracies that we feel important to point out to all members of the Club.

At the March 2011 Executive Meeting held in Auckland (The Executive being each branch chairman plus an additional branch delegate, and the Management Committee), the branches wished to instigate some type of fund to assist members affected by the Canterbury Earthquake. This transpired out of a raffle being set up by Ed Boyd of the Wanganui branch, who wished the money to be held in a Presidential fund. When this was discussed, a number of other branches advised their wish to raise money for any member affected by the earthquake, with the details needing to be sorted out and agreed to.

The Management Committee discussed this matter in length. They had to return with their findings to the Executive Meeting in August, which were the initiators of such a fund. This matter was never discussed at the National Annual General Meeting.

The Minutes of this meeting record the discussions that took place. At this meeting, both the Canterbury Branch and Banks Peninsula Branch stated that they believed the fund needed to be put on hold for 12 months. Recorded in the minutes was

The Canterbury Branch and Banks Peninsula Branch highlighted that Canterbury and the residents are going through difficult times. Everyone is sitting in limbo, not knowing what is happening with their homes, the land, their jobs, their children and overall the entire city. They are very grateful for the support and thoughts being shown by the New Zealand membership. They believe that until people know where they are, have had inspections, assessed their personal and surrounding situations, and the earth has ceased to shake, no decision could be made.

Whilst the Raffle money has been given in relation to the earthquake with the President being able to decide the full outcome (whether it goes to VCC members or a set up trust), other branches stated that money is only to go to affected VCC members. I'm sure you will all understand the question "who is and isn't affected"? We know of one member who lost their house in Timaru. Ashburton members received damage, Canterbury and Banks Peninsula branch members received damage. Some did not.

With our National Office being based in Christchurch and hugely affected by the earthquake, along with three management committee members, one who totally lost his property, we all know what people are going through. However as discussed with the Executive of the Club, we must get this right. And at the instruction of the Canterbury and Banks Peninsula Branch delegates, the decision was put on hold for 12 months.



The third part of the Auburn-Cord-Duesenberg Festival extravaganza during Labor Day weekend was [Worldwide Auctioneers'](#) three-day sale that began on September 2. Their fourth annual Auburn sale boasted record attendance that sent 246 lots into the sold column, for a grand total of \$13.2 million. Of the total number of lots sold, 64 were hammered during Saturday evening's "Main Event," which was reserved for an array of hand-selected vehicles.

Selling during the main event ([as previewed earlier](#)) was a Dragonmaster-built altered-wheelbase 1964 Dodge Charger – reportedly the only one remaining of three built – that originally ran in S/FX, and was later restored in 2003. The admission price for owning a piece of drag racing lore: \$302,500, placing the car fourth on Worldwide's top 10 list for the weekend.

Looking back at [other vehicles we previewed](#), the barn-find 1948 Delahaye 135M – touted as having been coated with volcanic dust from the 1980 Mount St. Helens eruption (we misprinted the date as 1982), and later discovered to have been on the Chapron display stand at the 1949 Paris Salon d'Automobile – sold for \$247,500, good for seventh on WW's top 10 list. It appears as though the 1912 Rolls-Royce Silver Ghost "London to Edinburgh" Torpedo Tourer failed to sell; likewise for the 1965 Shelby G.T. 350R (high bids were undisclosed for both vehicles). Conversely, the court-ordered sale of the 1911 Stanley Steamer Model 72 Runabout did trade hands for \$231,000.

Worldwide's top 10 sales list for Auburn 2011:

- 1932 Duesenberg Model J-356 Derham bodied Tourister: \$880,000
- 1930 Cadillac V-16 Fleetwood convertible coupe: \$363,000
- 1955 Hudson Italia GT coupe: \$352,000
- 1964 Dodge Charger S/FX Funny Car: \$302,500
- 1969 Ford Mustang Boss 429 fastback: \$286,000
- 1927 Rolls-Royce Phantom I Piccadilly Roadster: \$264,000
- 1948 Delahaye 135M Chapron coupe: \$247,500
- 1939 GMC Futurliner #3: \$247,500
- 1911 Stanley Model 72 Steamer: \$231,000
- 1925 Bentley 3-liter Tourer: \$231,000

There were four other vehicles that cracked the \$200,000 barrier, as well as 21 vehicles that achieved winning bids above \$100,000. For a complete list of sold lots, click [here](#) – free registration required.

1911 Stanley steamer





Bugatti Type 57C

P18

Gangloff-bodied 1938 Bugatti Type 57C Aravis drophead coupe

It couldn't have looked good on paper for the Off Brothers going into this past weekend's Glenmoor Gathering in Canton, Ohio. Just last month at the Pebble Beach Concours d'Elegance, the brothers –

Bill Johnson and Ron Ellenbaas of Richland, Michigan – took third place in their class with their Gangloff-bodied 1938 Bugatti Type 57C Aravis drophead coupe; first in class went to a 1938 Talbot-Lago T150-C Fioni et Falaschi coupe.

The entrant list for the Glenmoor showed another Talbot-Lago T150-C Fioni et Falaschi coupe in their class, a 1937, but this one was different: Once owned by Brooks Stevens, it remains in largely unrestored condition – strikingly beautiful on its own, but lacking the Bugatti's meticulous restoration. A 1937 Peugeot 402 Pourtout cabriolet offered up some competition in the class, as did a 1935 MG NB Magnette roadster, but at the end of the day, the Peugeot took home the Spirit of the Road Award, the 1937 Talbot-Lago took home the Chief Judge's Award, and the Bugatti remained standing with best in class and the Gathering's Best in Show award.



1937 Talbot-Lago,

1920 Pierce-
Arrow Model 48



The Model 48 was powered by a T-head inline six-cylinder engine of 525 cubic inches with a 4-speed transmission on a 142 wheelbase chassis. It was a

dramatically designed and exclusive automobile when it left Pierce-Arrow's Buffalo, New York, factory destined for salt-mining entrepreneur Emerson Carey in Hutchinson, Kansas; it was – if the word applies – perfected by a subsequent owner in Great Bend, Kansas, who began in 1945 to create what can only be described as jewelry. Every one of the Pierce-Arrow's finely cast aluminum body panels has been meticulously prepared and plated in 23-karat gold; the fenders and hood in bright nickel. The engine and chassis received the same treatment. The wood spoke wheels are gold leaf. The interior trim is silver-plated set off by black leather upholstery. Its creator described it as the Hope Diamond of antique cars and it is nothing less – although it might better be described as touched by King Midas. Despite the 28 years its creator lavished on its presentation and perfection, it remained unknown — a cherished gem hidden from public view for its creator's personal gratification until it was finally displayed in 1974 by its next owner in the lobby of the Englewood (Colorado) Bank. Subsequently, it again retreated into obscurity, including most recent long-term ownership in Europe. It has probably only four owners from new as well as little use and has been preserved in remarkable condition, with a patina that is simply unmatched. The soft glow of its golden body and the unique mellow texture of the nickel plating blend richly in tones which not even the most artfully conceived and applied paint finish can duplicate. The interior appointments silk window curtains and upholstery are in excellent condition.

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Wednesday night club opening will normally be done by Brian. If he is unavailable, he will notify another member to open the club rooms.

WEB SITE.

Please be advised that the branch web site is now up and running, if you have anything you wish to place on it, send it through to either Dallas McNeil or Brent Mathieson and we will place it for you. Have a look! Check it out on www.vintagecarclub-northshore.co.nz let's have your feedback, Enjoy!

NOTE: at the Committee Meeting Tues 1 Feb 2011 it was agreed to add the magazine to this site.

(Jokes For The Ladies) -----

One day my housework-challenged husband decided to wash his Sweatshirt. Seconds after he stepped into the laundry room, he shouted to me, 'What setting do I use on the washing machine?'

'It depends,' I replied. 'What does it say on your shirt?' He yelled back, ' University of Texas!'

And they say blondes are dumb....

A couple is lying in bed. The man says, 'I am going to make you the happiest woman in the world...'

The woman replies, 'I'll miss you..... '.

'It's just too hot to wear clothes today,' Jack says as he stepped out of the shower..

'Honey, what do you think the neighbors would think if I mowed the lawn like this?'

'Probably that I married you for your money,' she replied.

Q: What do you call an intelligent, good looking, sensitive man A: A rumor

Dear Lord,

I pray for Wisdom to understand my man; Love to forgive him; and Patience for his moods.

Because, Lord, if I pray for Strength, I'll beat him to death.

Q: Why do little boys whine? A: They are practicing to be men

Q: What do you call a handcuffed man? A: Trustworthy. .

Q: What does it mean when a man is in your bed gasping for breath and calling your name?

A: You did not hold the pillow down long enou

Q: Why do men whistle when they are sitting on the toilet? A: It helps them remember which end to wipe.

Q: How do you keep your husband from reading your e-mail?

A: Rename the email folder 'Instruction Manuals'

While creating husbands, God promised women that good and ideal husbands would be found in all corners of the world . . . then He made the earth round.



NOVEMBER
2011

NORTH SHORE
VINTAGE CAR CLUB
40 MASONS RD. ALBANY

TOP: 1957 MK2 FORD ZODIAC OF PAUL AND VENETA HANSEN

BOTTOM: 1952 CHEVROLET OF BRIAN AND GAY CULLEN

