North Shore
Vintage Car Club

- Your journal
- Your stories
- Your photos
- Your cars
- Your ideas
- Your committee

Progress:

The monthly journal of the North Shore Vintage Car Club

September 2020

Editorial

Mmmm, what a crazy month! I wonder if this is our new normal? As your new club delegate I had made all the arrangements to attend the AGM and Exec Meeting in Wanganui. Ross Moon had kindly offered to accompany me on my first meeting (at his own cost). We were ready to leave at first light on the Friday, when the PM announced the Auckland lockdown on the Thursday. Trip cancelled.

We have a great edition for you this month with some fantastic articles from our club members.

As I write the club is still closed. The group headcount limit of 10 persons places a severe restriction on our ability to function. I think we could have created two or maybe three separate zones at the club to open under the Letter of the Law. Given the average age of our membership and a well endowed helping of common sense I am pleased that we have decided to follow the Spirit of the Law and thus protect ourselves and our friends and loved ones. I think we have taken the correct decision.

I'm afraid I missed the first meeting of the new committee, in part because we needed volunteers to step down and allow us to duck under the group limit of 10 but in the main because I've had a bad cold with lots of coughing and sniffing (Covid test completed and negative). In preparation for resumption of service we have now installed Covid Tracking QR codes in every shed and the main building. Please load the App on your phone and be ready to scan the code on our return.

With huge thanks to Viv Pearman, Denis Martin and Peter Lloyd I have FINALLY fixed all the MG issues. There were problems with electrics and fuel. Float levels too low, sticking float valve, sticking carb piston, damaged electronic ignition module, crud in the float chamber and a loose brake switch connection causing an intermittent earth……. Phew, but thanks to guidance from the gang, it's back running well. Don't worry Ross Moon (Co-Driver on the Spring Tour) it will get us to Whangamata . As usual, huge thanks to all contributors.

Stuart email: battersby56nz@gmail.com or phone: 022 471 2759

This month's cover photo is of a sculpture in the English West Midlands to celebrate the first Lanchester. When researching the history of Lanchester Cars for this month's Focus on the Marque.

I also came across this photo.

You learn something every day!

Chairman's Report: Tony Sparkes

August 2020

Welcome to the new committee. We have some returning members, some after quite a break, and one first timer. I'm sure that we are all looking forward to working together for the benefit of our club.

There is not much else to say as we have been restricted from any club related activity again. I have been working on my cars. The reversing light and ignition inhibitor switch on my Daimler was faulty and had to be replaced. The only way to get to it, other than taking the gearbox out, was to cut a hole in the side of the gearbox tunnel then make up a patch.

I have had the rear springs flattened on the Austin and now that sits a lot better and should drive better as well.

Hopefully, it won't be too long until we can get back to restoration Thursdays at the club and other activities.

Tony Sparkes

Chairman

*Look **very carefully** at this...*

*This is a **PAINTING** in oils by an amazing New Zealand artist Don Packard.*
You may have heard David Lane and me chatting about this chap. He regularly posts on the national Facebook Group. I am flabbergasted with his work. I cannot imagine how anyone can create these photographic quality images with brushes and oil.

More of Don's work on Facebook or
www.donpackwood.co.nz

Club Captain's Report

August 2020

Greetings to all.

I hope that you have been able to spend some time in the garage on your vehicle projects during the last couple of months getting them ready for the forthcoming spring and summer seasons.

Not much has been able to happen with club events due to the Covid Lock-down. Level 3 has prevented us running the Northern Raid, again, so it has been postponed for the 2rd time – back to October 18.

The move to Level 2 will ease things a little, as it allows for gatherings of up to 100 people – but we are still uncertain if Auckland City region borders will open up, or still remain in place preventing out of town travel. However the plan at this point in time is to proceed with the **Spring Tour** as organised, but if border restrictions change again we will have to reconsider it at that point.

Looking ahead, we have some events planned for the next few months:

October –Northern Raid Rally – new date (3rd time lucky),
November – a short run to a pub/RSA for lunch, then a visit to the Toroa Ferry restoration project.
December, of course, will be our usual Xmas party, with a 50 year badge presentation included at the dinner.
In the meantime keep well, and safe, as we look forward to club events and our Thursday morning activities resuming soon.

Paul Collins

No puzzle page this month but does anyone recognise this car?

Restoration Projects Update

Project Updates from the team

The Dennis Bus: Clive Sandham: Dennis is progressing well. Steering was impossible and seemed to jam under load. The steering box was removed and I took it to work and stripped it. The jamming seems to be the thrusts against the worm were acting as a brake locking the steering wheel so the more one tried the harder it locked. I have now re machined it and fitted Torrington thrusts top and bottom on the worm. Heavily polished the pitted faces of the worm gear. After assembly steering eased considerably but still wasn't good enough. We then found that there were no thrust bearings in the king pins so we are now modifying the thrust cups to take some Timkin tapered bearings. Hopefully we will be able to steer it with ease after all this work. Finally all the seats are now all fitted and wiring is underway.

Restored bus steering box ready for re-installation

Chevrolet Taxi: Tony Sparkes: Jim continues to make progress on the upholstery and it is looking good.

Bedford Truck: Tony Sparkes: A couple of new front wings, for $100 the pair, have been found but not yet checked for quality. If they are good, this will give us two matching wings and another to sell onto to someone else. The same chap may have some other useful bits and pieces for us.

Wolseley: Paul Collins: The last Thursday prior to lock-down our team attempted to start the spare Wolseley engine to establish it's condition. It wound over quite freely but would only fire occasionally. It seems the flexible hose between the carburettors is totally blocked and will need to be replaced. Hopefully we'll have more luck when we finally get chance to try again.

Here's one we made earlier! This is a superb 'twin' of our own Wolseley spotted in the Mortonhampstead Motor Museum on Dartmoor, when I visited in 2019.

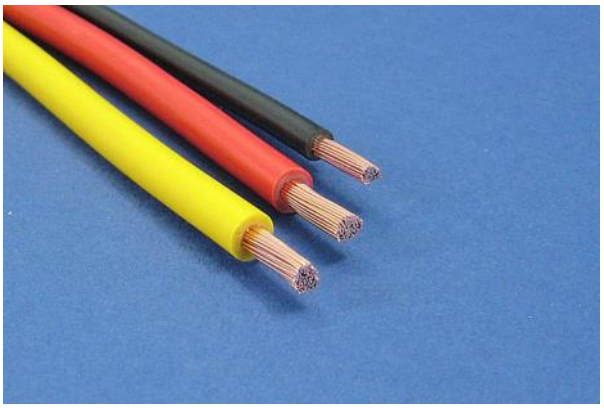
Automotive Cabling: 2nd Installment

Neil Beckenham adds more detail to the subject

Further to last month's article I have been asked by another branch if they can have permission to reprint this article in their magazine. It is nice to know that other club members read and enjoy our articles.

I have had a few questions from members regarding the type of gauge/size cables to purchase as there is conflicting information for metric sizes which are currently available and not the standard British/American wire gauge sizes as mentioned in last month's magazine article.

As "auto cable" sold by auto parts stores is rated by the overall diameter of the cable, including the insulation which is mostly plastic, this size only represents the size hole or grommet that it can be pushed through.



Modern PVC Auto electrical cabling

Insulation in my experience varies from brand to brand. As a rough guide a cable of "4mm" can have a conductor area of anywhere between 0.5mm^2 and 1.5mm^2.

It would seem that most home vehicle restorers will have used these type of cables and electrically there is nothing wrong with this cable. But not knowing what appears to be misleading specifications of these, it can result in possible serious voltage drop (i.e. in very long runs) to tail lights etc, on a commercial vehicle. One must be sure that you do not have a voltage drop of more than 2-3% at most.

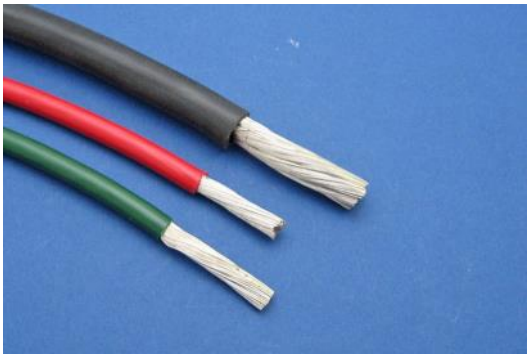
Whilst on the subject of long cable lengths on commercial vehicles, one must be sure and it is good practice to run a separate return/earth cable as often restored vehicles have a nicely painted chassis, and a good reliable earth to the chassis is not always possible.

Faulty earth connections generally are the cause of a lot of automotive electrical issues. Auto shop type cable is made of copper and is an excellent conductor, but it will oxidise when exposed to moisture.

Oxidisation reduces the conductivity, increasing the resistance and makes for poor conductivity and contact. It is desirable to use a tinned copper cable in motor vehicles, especially under the hood as we know which has an aggressive environment with heat, moisture, fumes and vibration.

Automotive Cabling: contd.

Tinned cable does not become oxidised over time. It is true today's modern metric cables, that are so-called tinned, is in fact copper electroplated with nickel, once again an excellent stable product to use.
Metric cables are described/measured in $mm^{2.}$ This represents the total cross-sectional area of the conductor.
Most common cables used in automotive installations are as shown below:



Modern 'thin wall' electro-nickel wire

AWG equivalent	**Closest Metric**
10	$6mm^2$
12	$3mm^2$
14	$2mm^2$
18	$1mm^2$

Whilst still on the subject of wiring, we should remember that the terminals at each end of our loom must be terminated properly and securely to gain full contact. A good quality crimp connector can be used remembering that:

Red	is for 1.0 – $1.5mm^2$
Blue	is for 1.8 – $2.5mm^2$
Yellow	is for 4.0 – $6.0m^2$

As crimp connector quality varies, avoid the cheap "auto-store" type as they are almost impossible to crimp correctly and can often cause problems down the track. Very high leverage is recommended to form a good contact and crimping should be done with a ratchet type tool.
Soldering cables is not really recommended as corrosive flux can penetrate the strands and can also stiffen the cable locally, then fatigue failure sets in.
All wiring takes considerable time to plan and do correctly. But to fully enjoy trouble free motoring it is worth doing neatly and properly.

(Editor: Many thanks Neil an excellent pair of articles. As an aside we have managed to get a copy of the original service manual wiring diagram for the Bedford Truck which unusually and perhaps uniquely specifies the 'thickness' of cable to be used in a more basic level. It specifies cable as for example: 28/0.012 or 23/0.0076. Denis Martin explained that this method refers to the number of wire strands/the thickness of each strand (in inches). Readers may come across this convention elsewhere: if you do then some simple maths involving the infamous πr^2 *formula is needed to work out the total cross sectional area of the wire and thus derive a modern metric equivalent.*

Upcoming Events:

Thankfully events are now back up and running. Please drop us a note if you know of an event that might be of interest to our members. Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font.

September

September 13: Auckland Branch PV/PWV/P60/P80 Rally
September 19-20: NSVCC Spring Tour to Whangamata:
September 27: **Caffeine and Classics:** Smales Farm.
September 27: Rotorua Branch Swap Meet. NOW CANCELLED

October

October 3: Manawatu Branch Swap Meet.
October 3: Te Aroha Cruise In: Hot Rods, Classics, Vintage and Veterans.
October 9-11: Christchurch Branch Swap Meet. NOW CANCELLED
October 16-18: National Veteran Rally, Gore.
October 17: King Country Branch, Journey through time, Taumaranui.
October 18: Northern Raid: Third attempt. Details from Paul Collins 027-292-2204
October 21: Auckland Branch Midweek Run. Westgate, 10-00 am for a 10-30 am departure
October 24: Takapuna Rocks: Classics, Hot Rods, Vintage (https://takapunarocks.co.nz/).
October 25: Caffeine and Classics: Smales Farm.
October 25: Auckland Branch Hunua 100 Rally.

November

November 1: Bay of Plenty Branch, Swap Meet.
November 6-7: Far North Tour, Northland (nvccrally@gmail.com).
November 15: Waikato Branch Swap Meet, Karapiro Domain.
November 20/21: Maungamoana Rally, New Plymouth, Rob Thompson:railmodels1@xtra.co.nz
November 22: Lunch Run to a Pub/RSA, followed by a visit to the Toroa Ferry resto project.
November 29: Caffeine and Classics: Smales Farm.

December

December 13: Club Christmas event, easy run and/or Gymkhana with follow-up dinner and 50 year award presentation.

Regular Diary (Club currently SHUT due to Covid restrictions)

Committee Meetings: Last Monday of every month, 7.30pm.
Tuesday Mornings: Restoration shed open. Coffee and Tea around 10 - ish.
Wednesday Evenings: Club night. Coffee, tea and banter.
Thursday Mornings: All sheds open. Coffee, tea, cakes and savouries at 10.30 .

Events in Detail

September 19-21 NSVCC Spring Tour: Club Captain Paul Collins has created a fabulous itinerary for our spring tour this year. There'll be more details in a separate note but here's a précis.

> **Saturday:** Meet @ 8.15am Papakura– Kaiaua Fish and Chip Shop for morning tea– Travel to Paeroa via Model and Vintage barns for lunch– Waihi Gold Fields Railway— Whangamata Palm Pacific Motel– Dinner at the Whangamata Club.
>
> **Sunday:** Relaxed drive to Pauanui – Tairua for lunch - Back to Whangamata– Dinner at the RSA
>
> **Monday:** Head for Thames to explore and lunch– Back to the North Shore.

For more details contact Club Captain Paul Collins on 027 292 2204 or via email at collins.electronics@xtra.co.nz

October 18 North Shore Branch Northern Raid: We will be contacting all members who already registered for our earlier attempt to run this event. The rally will be similar to last year, with a straightforward morning rally, followed by a short afternoon run, finishing at a vehicle restoration business, next to a pioneer village. Something of interest to everyone.
The rally will start from, and finish back at, our North Shore clubrooms, with two short, timed sections, and the usual silent checks along the route. We will also have a touring route available for those who prefer a more relaxed day of sight-seeing and all should finish back at the club about 4.30 pm.
Meet at our club rooms about 10.00 for a short morning tea, before heading off on the morning stage. We will be stopping en-route for lunch at a country school, where lunch will be available (as a school fundraiser) about 12.30 pm, and then heading away again about 1.30 pm to eventually reach a vehicle restoration workshop before returning to the clubrooms for dinner. After which a relaxed social evening commences, with dinner (prepaid on entry form), about 6 pm. Followed by prize giving.
We hope you will join us on this, our main calendar event, to have an enjoyable days' motoring and a friendly social evening and meal with other like-minded people.

2020 Targa CANCELLED

I'm very sorry to advise that this year's Targa VCC Time Trial is now unable to be held in October due to Covid-19 and the change of the NZ election date. Unfortunately Targa can't run an event which involves road closures on election day.
Targa had also planned on using schools as service stops, which now may also be used as electoral polling stations. I'd very appreciate it if you would please forward this email to your branch membership database to ensure that everyone is informed of these changes.
Also, for those VCC members who may be interested in joining us for a future time trial event, please complete the Targa survey below which will be most helpful in guiding future decisions.
Any other queries please call me. I'll email everyone a further update as soon as I know more.
Regards, Rod Corbett, VCC Steward, **Targa VCC Time Trial.** rod.corbett88@gmail.com **+64 27 433 8772**

Singer “Ards” project car

Roger Dilley describes another amazing project

Years ago my youngest son, Scott, found an article on the 1935 TT held at the Ards circuit(Northern Ireland) where the Singer Motor Company prepared four race cars and entered three. The three Singers all crashed in the same place with the same problem of a faulty track rod end. This ended Singers ambition to beat rivals MG to be the main maker of sports cars and they never again entered motor competition or gave factory support.

Scott enlarged a photo of one of the cars, pre crash, and said he would like to build one. Sometime later we returned from holiday to find a trailer of dismantled Singer parts behind the garage. Not pleased because it made the place look like a wreckers yard! I thought the best way to clean up this mess was to help him get stuck in to his project.

The chassis was set up on saw horses after clean up, this allowed us to place the engine and gearbox behind the front axle. Prop shaft was shortened to fit, brakes, kingpins and steering overhauled. Once back on its wheels we framed up a light tubular outline of the body pre panelling in the Italian super Leggera manner. A most generous neighbour gave Scott a couple of full sheets of alloy to use for the panelling.

Around this time we went away on holiday leaving Scott to mind the place. I was astounded to find a fully panelled car in the workshop a few weeks later when we got home. The lad had done it all on his own, bugger me, something must have finally rubbed off from his old man!

I hope you all approve of the end result in these photos taken a few years later.

Thanks Roger, with this and your previous article on the Fiat special you have shown that you and your family are very accomplished “Specials” builders.

Where on earth was the fire pump found?

Clive Sandham fills in some gaps in our knowledge

Last month we were contacted by some contractors in Stillwater clearing a property for a Mrs Nightingale. They saw our fire engine out filling up with petrol and thought we might be interested: plus of course they saved some refuse dumping costs.
We visited the property and saw its value. It came with a free tractor but we swapped that for the towage so the pump was acquired at no cost to the club.
The pump was a left over from WW2 and was one of 16 imported by the NZ Fire service after the war. We have circumstantial evidence that the property owner originally used the pump to irrigate from a bottom lake up to his upper paddocks.
Dennis built thousands of these for service in the war powered by their own Dennis engine a flat head 4 also used to power their trucks from 1926 onwards. The pump was borrowed from the fire trucks they made in Guildford, England. Dennis took over the White and Pope engine building factory after WW1 so this engine is bound to be a W&P Dennis.
The pump was delivered to the club grounds but unfortunately the angle iron axle had rusted through. Bruce Pitcher has fabricated a new axle ready to re-attach the wheels thus meaning we can move the pump under cover.
It is a great find as it still has all the gauges, hoses. plus 'history'. The pump maybe too heavy for the Chev fire engine to pull but will be an incentive to get the Bedford finished.

The Dennis Pump on site at the Stillwater section from where it was recovered.

In our last edition we reported that the pump engine may have been a Coventry Climax engine. We have now got to the bottom of the story and can confirm that ours is definitely an original Dennis engine. Just for completeness Clive has also found a photo of a Coventry Climax powered pump. The difference is obvious.

The neater Climax powered pump

Coventry Climax Engine

Highland Fling Rally: 24-26 April 2021

An update from North Island captain Kaaren Smylie

As I write this short update our largest city is currently in Level 3 lockdown, while the rest of us are abiding to Level 2 rules. A bit of a cliché I know, but we really are living in uneasy times and all trying our best to stay upbeat and project calm, without having any idea from one day to the next what the outlook is going to bring us. In the meantime, with trepidation we must all remain positive, and carry on as best we can with the planning of our future motoring events.
Therefore, the organisers of the Highland Fling Rally have great pleasure in confirming to you the Highland Fling Rally is scheduled and booked in the VCC 'Calendar of Events' to take place Anzac Weekend 2021!

My joint 'Organiser Extraordinaire' Alastair Jones sends this very positive message to you all. …*"It has been most heartening to receive such a large number of emails and phone-calls of encouragement urging us not to give up on running "Highland Fling," and many of our erstwhile entrants even asked to leave their monies with us until next year. No doubt this was to ensure they had a place in the "Fling". There was even quite a number who asked whether it was possible to reschedule it to later 2020, since the thought of having to wait until 2021 was a bit much to bear.*
On that note we didn't consider it possible to fit it into an already jam-packed motoring event calendar, and as well late Autumn delivers superb colours, which are bound to captivate the considerable number of the 'tender gender' who have indicated they will be attending.

All this preamble is to assure you it will be Anzac Weekend in 2021 even if we only have NZ entrants. Inevitably this dreaded virus has had an effect in a small way on our accommodation providers in Taihape as one of the smaller providers has been bought by the Government, for emergency housing, and Taihape Motels has been sold by Con (the Greek) who was such a good supporter of car club users, but alas to no avail the new owner is keen for a booked out weekend!
There was an initial concern that lack of business at our Saturday lunch-stop bought about by canned tourism might cause them to shut-up shop, however, they seem to be made of back-country "hardiness" and are hanging right on in there.
On that, not all who would have been involved this year have been told we will be back at the same time next year and keener than ever because of having to wait. With the long wait through "lockdown" I am sure your time will have been well spent in going over your vehicles which will eliminate all involuntary stops" ...

So, there you have it folks, watch this space, because we will be endeavouring to do our very best to make sure this event happen is going to happen.

By the end of September, you will receive the Entry Form and another Newsletter. And for those members who were as keen as mustard last time to be sporting the new exclusive Highland Fling apparel, (caps and polo shirts,) I will include with the Entry Form a separate order form with the ordering details etc.

In the meantime, please look after yourself and your loved ones, and most importantly, stay healthy. If you have any queries regarding the Fling, please do not hesitate to contact AJ or myself.

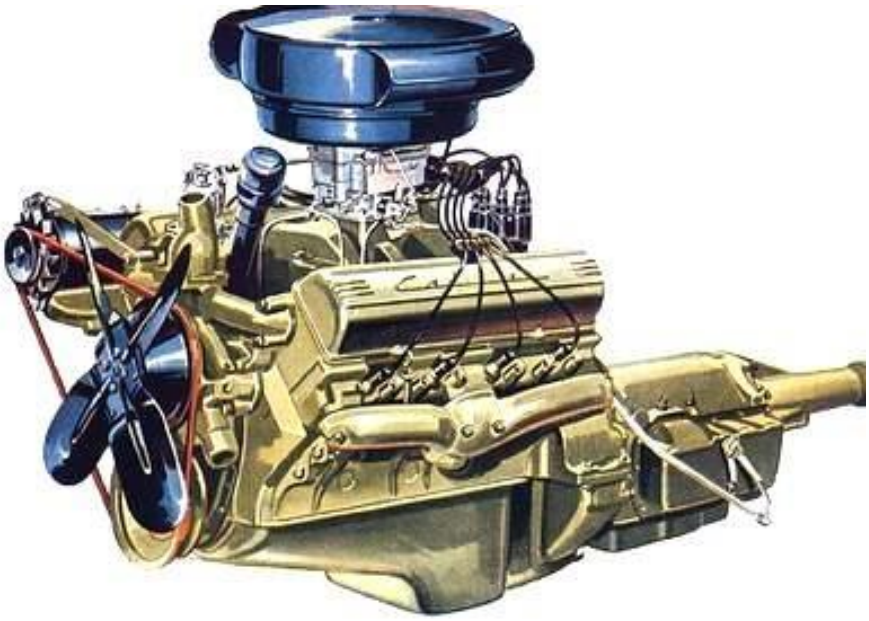
Cheers
'Your Highland Fling Team'

Kaaren Smylie NICC – kaaren@smylie.co.nz 021 66 43 41 or 07 576 4180
Alastair Jones BOP VCC – gandajones@kinect.co.nz 07 576 1124

The Revolution of the of the Overhead Valve V8

An article by William Cairns. Reproduced with the kind permission of The Auckland American Classic Car Club

Today when one looks at an American car, we think of the lovely sound it makes due to its overhead valve V8 engine. This was not always the case though. For example in 1950 each major maker of cars offered a different type of engine, but within 5 years all car makers were offering an overhead valve V8. These became the engine of choice for the car buying American public. Why did this happen?



1949 Cadillac OHV V8

Let's go back to 1950. The two largest selling cars of that year were Ford and Chevrolet. Ford offered its venerable flat head V8, and although 6 cylinders engines were offered the eights were the most popular. Mercury and Lincoln offered just one engine type, the flat head V8. Chevrolet offered one type of engine, its well established overhead valve straight six. Plymouth, Dodge and DeSoto all offered flat head straight six motors, but Pontiac and Chrysler were different offering a straight eight flat head motor on their luxury models, and Buick had an overhead valve straight eight motor. The major car producers that stood out in 1950 were Oldsmobile and Cadillac, who both used an overhead valve V8.

Yet within five years the ever popular flat head V8's were history, and straight 8's, whether flat heads or overhead valves were gone. Plymouth and Dodge continued to offer flat head 6's, but these were in their final days, and the vast majority of their buyers were now opting for the OHV V8 models.

What caused the major shift to this new type of engine?

1) The big horsepower race had begun. For example in 1950 a Ford V8 produced 100 bhp, but by 1955 this had increased to 162bhp, and other makers follow also. Overhead valve V8 engines were easier to adapt to this rising horse power race, due to changing carburettors, compression ratios, head design and engine capacity.

2) Interstate freeways were being developed and completed, which meant motorists were able to travel a lot further and faster. To make this more pleasant and to be able to overtake an increasing number of vehicles on the road, vehicles need to be able to travel faster, hence they needed more horse power. Cars became larger. The average family at this time had around four children, pets were popular, hence the demand for larger roomier cars continued.

3) The overhead powered V8 not only gained a reputation for increasing power but it was also proving to be reliable. Fuel economy was not really an issue in the 1950's but it was soon apparent that the ever increasing powerful V8s were actually relatively fuel efficient and more much powerful, especially when compared to some of the older straight 8 motors.
4) The V8 is a compact engine. It takes up less room under a bonnet when compared to straight 6's, and most certainly when compared to a straight 8.
5) Incomes were rising throughout the 1950's and unemployment was at record lows. As a

Terry Costello's V8 Chevrolet Bel-Aire shown in front of our clubhouse

result, this increased the demand for cars. Hire purchase started to come into it own and it was much easier to purchase a car on time payment than just a decade previously. The two car family also started to develop in the 1950's which further created the demand for cars.
6) Increase in suburban living. People were leaving the older type of apartments in the inner city and moving out to houses, with land and white picket fences in the suburbs. The term "commuter belt" developed. In order to live in the suburbs and commute to your place of work, often in the city centre, you needed a car. The cars had to be reliable and comfortable. This was further accentuated in the USA, as well as countries like Australia and New Zealand, which had under developed or virtually non-existent public transport systems. The car was the king.

This massive switch to the overhead valve V8 engine which occurred in the 1950's is still around with us. Most of us who own American cars will agree that the engine type and sound is one of the major reasons that attracts us to our American cars today.

A Journey through a dark night:

John Duncan recounts an amazing journey

My first car trip from Adelaide to Melbourne was when I was less than a year old. My father had left Adelaide to join an old friend starting an engineering company that made equipment for car service stations – hoists, air compressors and the like. This was a brave venture as the depression was in full swing. My mother was left to pack up the house and drive the 1926 Essex Coach to Melbourne with my three-year old sister and with me in a bassinette. (The car was always referred to as the Essex Coach; this was a fancy name for a closed-in sedan.) The distance was about 500 miles (800 km) and the trip was not the inconsequential drive that it is today. It was partly a gravel road and near the coastal "Coorong" it ran over a dried-out salt-lake; this was fine if it was dry, but you did not want to be caught in the wet. My grandparents had insisted that a 14 year-old cousin should accompany my mother, not because of any concern about what might happen to a lone woman out in the bush, but one needed a strong hand to help change a wheel if there was a puncture or to get the car going if it got bogged miles from anywhere.

1926 Essex Coach

The trip was planned to take two days with an overnight stay at a hotel at the half-way point. This required keeping up the pace. My father's uncles had set a record of twelve days from Adelaide to Melbourne some twenty years earlier, driving a single-cylinder Oldsmobile buggy, but the road had been improved since then. I was told that for the journey, the front passenger seat had been taken out of the car and sent ahead by rail so that my bassinette could fit in its place; my sister and cousin would occupy the back seat together with, I expect, a lot of gear. My mother never thought that the journey was a brave effort, which it was; as she said, that is what you did. My father had arranged to meet at the Melbourne General Post Office, the GPO. (For some reason interstate trips were from one GPO to the other.)

1906 Oldsmobile Single Cylinder

What surprised me when all of this was recounted many years later was that my father, when he met them, explained that things were critical at the factory and gave my mother a map to reach the house he had rented and said he would see them that evening. He did of course ask about the trip and when my mother said that the car went well and she actually got up to 45 miles per hour (70 kmph) on the salt-flat, he said that was a bit dangerous with the children on board.

A Journey through a dark night: contd.

As the poet said, there was always a time when life was simpler, but when I see all the fuss and bother about children in cars nowadays and I think of myself as a baby on the floor of the old car, I have the utmost respect for my parents, for their straight-forward capability and for the things they took on which ultimately turned out well for all of us. This trip from one capital city to another was not like it is today with a proper highway on which, if you did break down, there would be several cars passing each minute. In those days, you could sit beside the road for hours before you saw another car. The cars themselves were primitive by our standards without power steering or power brakes and the Essex had been built before devices were invented that made changing gear an easier matter. My father would have made sure that the Essex was in good shape for the trip, but the most important thing was that in those days the cars were simple and if they did break down there was always someone who could fix them.

There was a family story that perhaps explained it all. Before my parents were even engaged, they had driven down to the local beach and as they were about to leave, my father said he would walk up to the road and my mother could drive the car up. Mother evidently reacted to this and asked what would happen if she got the car stuck, to which my father replied that there would not be much point marrying a woman that could not drive a car properly. The outcome was that Dad walked up to the road and mother drove the car safely through the sand, up to the road and straight past Dad to make sure that he had a long enough walk along the road to reflect on life before he reached the car.

1936 Ford V8…. Without the gas producer

Another journey, this time from Melbourne to Adelaide, took place in 1942. The Japanese troops were advancing steadily towards Australia and had already bombed Darwin, the capital of the Northern Territory of Australia. My parents wanted to visit our grandparents in Adelaide for Christmas as we had always done, and perhaps this might be the last time, but petrol rationing was in full force and this would normally have been impossible. My father, who was a clever engineer, had already built a ‘gas producer’ for our car, a 1936 Ford V8. This consisted of a large steel hopper attached to the rear end of the car. This was filled with charcoal which was burnt at a high temperature to produce the gas, carbon monoxide. The gas was cooled and filtered and replaced petrol as the fuel for the engine. Unfortunately the energy content of the gas was less than half that of petrol, but the V8 engine was a big one so that one could get along reasonably well on ‘gas’ provided you were happy to climb all the hills in low-gear.

A Journey through a dark night: contd.

Australia had a good supply of excellent charcoal produced from old red gum logs. It came in bags that were about twice the size of the bags of compost one buys at the garden store and each bag was good for about 100 km. To get from Melbourne to Adelaide we would need to carry at least 8 bags, so this required towing a trailer which slowed things down even more.

The arrangement for the trip was that my mother would drive us to the factory on the afternoon of Christmas Eve and pick up Dad and drive on to Adelaide. It was my job, at the age of nine years, to start the car for my mother. The procedure was this. There was a long steel poker in the boot of the car and I would poke the charcoal down in the hopper, then attach a flexible tube from an old vacuum cleaner to the engine to draw air through the charcoal. There was a heat-resistant tube in the hopper, the *tuyere,* to bring air into the centre of the hopper and create intense burning there. The chemical principle is that unless the charcoal is burnt at almost a white heat with restricted air, the gas produced is not carbon monoxide which drives the engine, but carbon dioxide which a normal fire produces. Carbon dioxide is not a fuel and better known as a greenhouse gas. One would scrunch up a big sheet of newspaper, stuff it in the tuyere and light it. The vacuum cleaner was known as a 'blower' although it was more properly a 'sucker' and in a few minutes there would be a fire in the charcoal. This was done in the garage and all the doors had to be open as carbon monoxide is very poisonous. After a few minutes, five or six, one disconnected the blower, connected the hose from the hopper to the engine and started the car. The car was fitted with controls so that you could switch it back to petrol if it did not start, but with some experience, the car was run for weeks without using a drop of petrol.

WW2 Charcoal Gas Produce In this instance fitted to a Studebaker

The first part of the trip from Melbourne to Ballarat was mostly uphill and this was accomplished slowly, in low-gear, but in daylight. There were very few vehicles about and when it grew dark there were none. I can remember stopping a little later in a dark and the totally deserted town of Beaufort where Dad poked the hopper to remove any 'clinkers' and filled it up with charcoal. Clinkers were glassy lumps a little like volcanic lava which interfered with the combustion and could be removed with long iron tongs. Mother had brought a sandwich and a thermos flask of tea for Dad and when he had had this we went on.

A Journey through a dark night: contd.

Wartime blackout lamps

The journey was something that could never be experienced in this modern world. Although there had never been any bombing in the southern states of Australia, strict blackout conditions were imposed. There was no street lighting and the headlights of the car were painted over with thick black paint with only a small slit to give some light. Mother and Dad took turns driving, travelling steadily through the darkness at 35 to 40 miles per hour (less than 70 kph) and once or twice meeting a car or truck travelling in the opposite direction. Towns were passed through with wonderful names such, as Dimboola, Yumali and Tailem Bend, and were recognised only by a shadowy building or a dim wheat silo, all in darkness with nobody to be seen.

Imagine driving slowly through the darkness for hundreds of miles without seeing a soul and passing buildings only seen darkly in the gloom; perhaps there were people sleeping inside, but if they had all been spirited away to the ends of the universe, it would have looked the same. We reached the Adelaide Hills as a glimmer of light appeared and arrived very early in the morning at our grandparent's house. We children were put to bed, but not before we had tied a pillow case to the end of the bed for Father Christmas. He, or his agent, came into the room before we were properly asleep and my parents enjoyed a cup of tea and my father probably a well-earned, but then nearly unobtainable, whiskey. What an adventure and what an achievement for my father to have built the machinery that would get our car from one capital city to another in one long night using charcoal which was available instead of petrol which was not. If in later years we had looked back on this and said it was a great feat, their reply would have been, "Well that is what you had to do". They did it. Could we?

Dawn in the Australian outback

Thanks John, what a fabulous story!

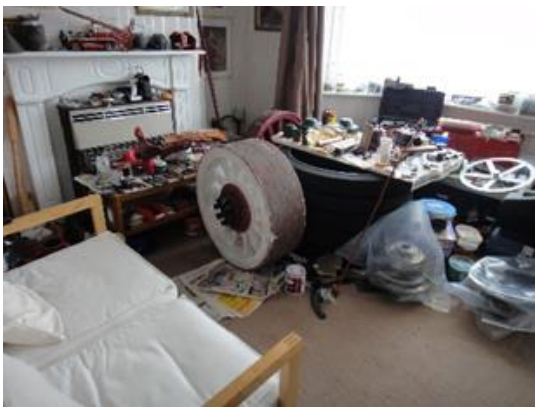
Dennis UK style:

Clive Sandham, describes another Dennis project

In the early stages of our club's Dennis I was given the UK contact of a Dennis expert: Ben Hawkins. I made contact with Ben about 2010 and he was most helpful so in 2011 we were going to UK and agreed to meet him at his home in Wolverhampton. Ben was a young engineer working in nearby Birmingham.

The finished project, Dennis fruit truck

We wound our way through the suburbs in our quite large motorhome to his home a small 2 storey house very small yard and a very, very small garage at the rear. We were welcomed into the lounge that looked more like a garage, Dennis parts all through. Centre stage was a stack of solid rubber tyred wheels



A single man's lounge

Outside was a Dennis graveyard. There was a very small shed that held the bare chassis of the 1912 Dennis he was restoring. We have since kept in contact and were aware he was moving to an old printing works to live and work from to finish the Dennis and the photo shows the finished truck as a Fruit Truck.

Ben put me in touch with a second guy at Brooklands very close to the old track so I also visited there and was dropped off at the Brookland track in his every day 1920 Chev truck.

The chassis delivered to Ben's house

Ben was also involved rebuilding this army *Subsidy* lorry from WW1. The name *Subsidy* evolved because the Army had the rights to repossess them after the war should they be needed again. This truck is now a regular on the London to Brighton run.

To read in interesting history of the restoration click on the following link. http://hmvf.co.uk/topic/314-ww1-dennis-truck-find/ The article is 50 or so pages so you will have to be determined to reach the end and find out why there is a 'Silver Fern' painted just behind the driver's doorway.

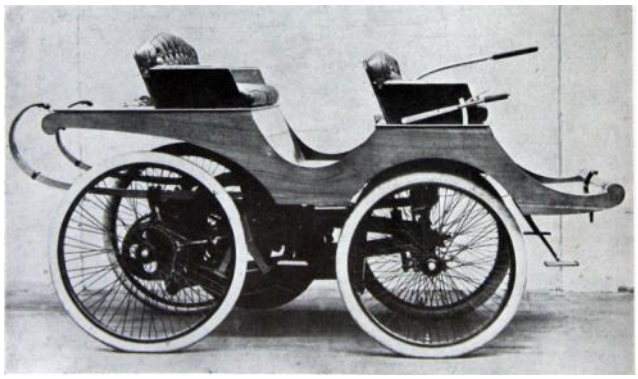
A Subsidy truck. Note the fern.

Thanks Clive. Nice story and a great restoration.

Focus on the marque: Lanchester

The first British motor car.

Summary: The Lanchester Motor Company Limited was a car manufacturer located until early 1931 at Armourer Mills, Montgomery Street, Sparkbrook, Birmingham, and afterwards at Sandy Lane, Coventry England. The marque has been unused since the last Lanchester was produced in 1955. The Lanchester Motor Company Limited is still registered as an active company and accounts are filed each year, although as of 2014 it is marked as "non-trading".



1896 "Lanchester Five"
Air-cooled, Single-cylinder 1306cc

The Lanchester company was purchased by the BSA Group at the end of 1930, after which its cars were made by Daimler on Daimler's Coventry sites. So, with Daimler, Lanchester became part of Jaguar Cars in 1960.

In 1990 Ford Motor Company bought Jaguar Cars and it remained in their ownership, and from 2000 accompanied by Land Rover, until they sold both Jaguar and Land Rover to Tata Motors in 2008, who created Jaguar Land Rover as a subsidiary holding company for them. In 2013, Jaguar Cars was merged with Land Rover to form Jaguar Land Rover Limited, and the rights to the Lanchester car brand were transferred to the newly formed British multinational car manufacturer Jaguar Land Rover.

The 'first' Lanchester Ten 1900-1904
Twin cylinder 4036cc

The three brothers: This business was founded by the three Lanchester brothers, Frederick, one of the most influential automobile engineers of the 19th and 20th centuries, George and Frank who together incorporated The Lanchester Engine Company Limited in December 1899 retaining the financial support they had previously received from the two brothers, Charles Vernon Pugh and John Pugh of Rudge-Whitworth. Others who took directorships included the Whitfield brothers, J. S. Taylor and Hamilton Barnsley – a master builder who sold the business to BSA-Daimler in 1931.

Work on the first Lanchester car had been started in 1895. Significantly designed from first principles as a car, not a horseless carriage, and it ran on the public roads in February or March 1896. It had a single-cylinder 1306 cc engine with the piston having two connecting rods to separate crankshafts and flywheels rotating in opposite directions giving very smooth running. A two-cylinder engine was fitted to the same chassis in 1897 and a second complete car was built alongside it. This led on to the first production cars in 1900, when six were made as demonstrators. These had two-cylinder, 4033 cc, horizontal air-cooled engines, retaining the twin crankshaft design. Steering was by side lever (or tiller) not wheel. The gearbox used epicyclic gearing. The first cars were sold to the public in 1901. In 1902 Lanchester became the first company to market disc brakes to the public. They were mechanical and on the front wheels only. The discs were very thin and made of a very soft metal like brass. Although probably leaving much to be desired, they completely fit the definition of a disc brake, and beat all others to market by many years.

1910 Lanchester 28 landaulette
28hp, 3654cc

Focus on the marque: Lanchester Contd.

Crystal Palace Automobile Show, January 1903 *Press Statement: "The Lanchester Motor-Car Company show a number of handsome vehicles. The design here is novel throughout, or, rather, it differs from other designs, as the Lanchester car was one of the first English cars to be made. The engine is horizontal and is balanced in a most ingenious manner, the change speed gear is by epicyclic trains controlled by band brakes, the electric sparking is most ingeniously contrived, and the suspension is also of special type. To describe the mechanism of these cars would, however, be impossible without elaborate diagrams. They are notable for their easy running and absence of vibration."*

All bodies were made by external coachbuilders until 1903 when a body department was set up and up to 1914 most cars carried Lanchester built bodies. In 1904, despite a full order book, the business ran out of money and The Lanchester Engine Company Limited was put into voluntary liquidation. After a period of management by a receiver the business was re-organised re-capitalized and incorporated as The Lanchester Motor Company Limited later that year.
The 1904 models had 2470 cc, four-cylinder, water-cooled, overhead-valve engines featuring pressure lubrication, very unusual at the time, and were now mounted with the epicyclic gearbox between the front seats rather than centrally resulting a design with the driver sitting well forwards and no bonnet. Six-cylinder models joined the line-up in 1906. The specification started to become more conventional with wheel steering as an option from 1908, becoming standard from the end of 1911, and pedals and gear lever replacing the original two-lever system of gear changing. George Lanchester was now in charge, Frederick having resigned in 1913, and the engine moved further forward to a conventional position in the sporting, side-valve, 5.5-litre six-cylinder Forty but very few were made before the outbreak of World War I. A distinctive feature of the engine's valves was their use of leaf springs, rather than coil springs. Frank Lanchester ran the London sales office.
War years: During World War I the company made artillery shells and some aircraft engines but some vehicle production continued with the Lanchester armoured cars built on the Lanchester 38 hp chassis for use by the Royal Naval Air Service on the Western Front.
Post-war: After the first World war the company adopted a single model policy and the Forty was re-introduced with a 6.2-litre overhead-cam engine in unit with a 3-speed gearbox still using epicyclic gears and a worm drive rear axle. It was very expensive, dearer than a Rolls-Royce Silver Ghost. To maintain production a smaller car, the Twenty One joined the range in 1924. This had a 3.1-litre, six-cylinder engine, now with removable cylinder head, mated to a four-speed conventional gearbox and four-wheel brakes. It grew to the 3.3-litre Twenty Three in 1926. The Forty was finally replaced by the Thirty with straight-eight 4.4-litre engine in 1928. A further series of armoured cars was made in 1927, using a six-wheeled version of the Forty chassis. In 1928, George's last design was launched, a 4446 cc straight 8; only 126 were made before the economic depression effectively killed demand.

1914 Lanchester Forty 6200cc OHV Engine. More Expensive than a Rolls Royce

Olympia 1930: Twelve months after the Wall Street Crash these were the cars shown by Lanchester on their stand at the Olympia Motor Show in October 1930:

- 21 hp 6-cylinder landaulette by Maythorn, £1,775, chassis only £1,050
- 31 hp 8-cylinder limousine by Hooper, £2,300, chassis only £1,325
- 31 hp 8-cylinder 6/7-seater coupé-de-ville by Windovers £2,435

Focus on the marque: Lanchester Contd.

Sale or liquidation: The effects of the depression soon hit the company. Within weeks their bank called in the company's overdraft of £38,000 forcing immediate liquidation of the company's assets. Because their current premises were next door to the BSA Armourer Mills factory at Sparkbrook a sale to BSA made sense. Thomas Hamilton Barnsley (1867–1930), the principal shareholder, chairman and managing director negotiated a sale of the whole share capital to The BSA group shortly before his death on Christmas Day 1930. BSA's purchase of the whole of the shares was completed in January 1931 for £26,000, a fraction of the value of the assets. Car production was transferred to Lanchester's new sister subsidiary, Daimler, at Motor Mills, Sandy Lane, Radford, Coventry.

The Lanchester 10 1933-1936
1200cc, 4-cylinder OHV engine.

Daimler: George Lanchester was kept on as a senior designer and Frank became the Lanchester sales director. The first new offering, still designed by George Lanchester, was a version of the Daimler Light Twenty, the Lanchester Eighteen with hydraulic brakes and a Daimler fluid flywheel. The Ten of 1933 was an upmarket version of the BSA Ten. The pre-war Fourteen Roadrider of 1937, was almost identical to the Daimler New Fifteen.

The then Duke of York, a repeat customer during the 1920s and 1930s, preferred this less showy version of a Daimler car and took delivery of a pair of specially built Daimler straight-eight limousines with the Lanchester grille and badges.
Post World War 2, a ten-horsepower car was reintroduced with the 1287 cc LD10 which didn't have a Daimler equivalent and the four-cylinder 1950 Fourteen/ Leda. The very last model, of which only prototypes were produced, was called the Sprite.

NSVCC's Lanchester 10 Project. This car is currently stored in the club garage.

1953 Lanchester Leda
Unsurprisingly almost identical to the Daimler Conquest

Committee Notes: 31 August 2020

New Members: Mark Maloney

New Hoist: The hoist now has been commissioned and the existing restoration shed hoist is now certified. We will need to demonstrate the safe use of the new hoist as to the operation of the safety locks. Suggested have a printed sheet of instructions/rules for safe use

Vice Chair Election: J. Higham did not seek re-election to the position and Peter Lloyd was subsequently elected as Vice Chairman.

Constitution Review: The new VAR constitution received but it is 22 pages long. Incorporated Societies Act review is still under way. Harold Kidd offered to review free of charge but the lead to him needs to come from the committee/branch itself. A sub-committee of Mike Swanton, Ross Moon and Peter Lloyd have agreed to continue.

Life Members criteria: J. Higham spoke about the requirements of the life Members for numbers. Need by-laws once the constitutional review is completed. Also no disputes resolution is available within the Branch and need by laws to cover this area. After considerable discussion it was suggested that no Life Members should be appointed by the club however the current one would continue.

Vehicle Donations: A number of vehicles have been offered to the club however it was questioned if we needed more donated vehicles. The problem is what the club is going to do with all the vehicles. Do we have the room to store them? Do we have permission to sell them once restored or do be sell them as it? If a vehicle could be sold? Photos have been obtained of the latest vehicles offered and will be discussed further by the committee.

Dennis chassis: It was suggested that inquiries be made regarding the disposal of the Dennis chassis and spare parts

Project a Day (under 10 people): The question was raised whether project meetings of under 10 could continue but this was declined.

Robert Brown Electrical Limited: In relation to the electrical work for the new shed the labour was done for free and parts supplied at cost. Letter of thanks to be sent following from the committee.

John Duncan: Gas producer car. J. Higham suggested a Wednesday night talk. Suggestion that we make one was turned down. Interesting topic.

Turoa restoration talk: Robert Brown, the electrician is prepared to give a talk on the Turoa Restoration project. This was suggested as a Wednesday night topic.

Maurice Whitham: Secretary

About Us

Club Address: 40 Masons Rd, Albany, 0632
Phone: 09-4792779: **email:** northshorevcc@gmail.com
Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wednesday from 7.30pm.
Restoration Shed: Every Tuesday & Thursday morning 9am - 12pm.
Committee Meetings: Last Monday of the month, 7.30pm .
Club Runs: Normally 12.30-1pm start, 3rd Sun. of month. Always check the 'Upcoming events'.
VERO Branch Reference Number: HO0300144 (Quoting this number when renewing your insurance gives a small commission back to the club).

Club Committee

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Immediate Past Chairman: Kevin Lord 09-413-9157 or 027-235-0142

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

Treasurer: Ross Moon 09-426-1508 or 022 426 508

Club Captain: Paul Collins 09-422-0500 or 027-292-2204

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

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John Higham 09-478-7973

Ray Jackson: 0274 948 159

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