



North Shore
Vintage Car Club

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Progress:

The monthly journal of the
North Shore Vintage Car Club
August 2020



Firstly let me apologise. This issue is a little later than normal and indeed a bit shorter. I'm afraid that I've been up to my eyebrows in 'stuff'. I have a backlog of about 650 rugby match photos to sort, edit and publish, I have also spent innumerable hours tracing down an intermittent electrical issue with the MG. We've had the AGM and Committee elections to distract us and then on top of that Helen decided we should take a week touring King Country and Tongariro National Park!

The AGM is completed and we have a new committee (full details on the back page). For my sins I'm now on the committee as Delegate. The Delegate's job is to represent our branch at the national level and head office back to our branch.

At the time of writing our new chairman Tony Sparkes has had less than a week in the new role but I know he is very keen to focus on friendly communications and enjoyment in our club. I'm sure that he'd appreciate a handshake and friendly chat if you have a moment.

I'm afraid that there are no project updates this month, but I know that "wheels on the bus" will soon be going round and round and the steering box has been freed up; there'll soon be seats in the Chev Taxi; there is a replacement guard on its way for the Bedford and the back of the BSA van is taking a recognisable shape. We also have a new project vehicle at the club and there's more on that in this edition.

We have a couple of great branch events coming up in the next two months with The Northern Raid in a couple of weeks and our Spring Tour to Whangamata in September.

Thanks again for all your contributions. Please keep them coming.

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

- * **Chairman's Message:** Tony Sparkes.
- * **Club Captain's Report:** Richard Lloyd.
- * **More hands to the pump:** Another addition to our collection.
- * **Upcoming Events:** Mark your diaries.
- * **Events in detail:** Some background on our next few events.
- * **The Club Captain's Year:** As Richard Lloyd retires he highlights his final year as captain.
- * **Fish and Chips run:** A report and photos from Richard Bampton.
- * **Focus on the marque:** Glas That'll be a new one to many of you!
- * **AGM Notes:** Brief run down of the reports and discussions.
- * **The Bentley 6.65 litre V8:** The end is nigh.
- * **Auto Wiring Conventions:** Neil Beckenham reports.
- * **Committee Notes:** Regular monthly committee notes.
- * **About Us:** Who's who and where's where.

*Cover car this month
A very rare bird. the Glas*



Chairman's Report: With the luxury of just two days in the job Tony Sparkes kicks off the new year.

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Welcome to the new Club year, if slightly later than normal due to you know what. The morning after a well-attended AGM we had another bumper number of members at morning tea. Great to see and hear lots of chat. I'd like to publicly thank Kevin Lord and the previous committee for all their hard work for your club.

I hope to get to know more of you as the year progresses and I am keen to hear your views on what we do well and more importantly what we ought to do better. Please feel free to contact me personally, by phone or email. Communication is the key to successful human interaction. Let's keep it up, let's 'Progress'.



The Chairman's Wave from his V8 Daimler



The Chairman's Style: Art-Deco in his Austin



*The Chairman's Hands:
getting dirty repairing the clubhouse
veranda*

Club Captain's Report

July 2020

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We are slowly returning to normal activities but we still have to be cautious. However that didn't stop us from holding our annual jaunt to Shelly Beach and the promise of a mouth-watering fish and chip lunch which lived up to our expectations.

It was good to see 30 members with 16 cars at the Clubrooms in Masons Road, all keen to get going. The sun was shining with the odd shower but very cold so it was perfect for the Run. Paul and Neil set out a good uncomplicated Run which took us across to the West Coast in nice scenic rural surroundings until we got to the beach where the sea was quite choppy.

We all rushed inside the café out of the wind and had a pleasant time catching up with each other until our lunch was served. We all enjoyed the generous servings especially the very fresh fish which is always delicious.

We have our AGM coming up soon so it is nice to think we can start organising and planning future events once again now that COVID19 is almost under control. The Northern Raid is planned for Sunday August 16th so I am sure members will be keen to take part in that.

This is my last report as Club Captain as I am retiring due to other commitments. I have enjoyed my term and I wish the new Club Captain the very best for his term and I will be happy to lend a hand if necessary. I would like to take this opportunity to thank Neil Beckenham (Assistant Club Captain) for his help in the past year and also wish the incoming committee a great year ahead.

Keep those cars on the road and enjoy them.

Richard Lloyd: Club Captain: NSVCC



Arnold Van Zon and Phil Stenger fix our brake tester under Richard's gentle guidance.

At the movies: We've had a recommendation from Head Office that our members might find the movie below of great interest.

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SHARON STONE PRESENTS

ROMANTIC ROAD

“Eccentric and adventurous”
DOCPOINT HELSINKI

“Redefines expedition film-making”
RAY MEARS (BBC)

OFFICIAL SELECTION
DOCPOINT
FINLAND DOCUMENTARY
FILM FESTIVAL
2019

BEST DOCUMENTARY
ROMANTIC ROAD
FINLAND FESTIVAL
2011

**One English couple.
One battered English car.
5000 miles through the heart of India.**

A FILM BY OLIVER MCGARVEY

UNKNOWN PICTURES & ROVER FILMS PRESENT “ROMANTIC ROAD” A STORY ABOUT RUPERT & JAN GREY ORIGINAL MUSIC BY KYLE MCCREA
& PRASSANNA VISHWANATHAN & SAM VANCE-LAW EDITED BY GINTARĖ SOKELYTĖ CINEMATOGRAPHY BY OLIVER MCGARVEY & VILLE PIIPPO
EXECUTIVE PRODUCED BY SHARON STONE & MARK AVERY DIRECTOR & PRODUCED BY OLIVER MCGARVEY

PG Parental Guidance recommended for Young Viewers.
NOTE: Coarse language & drug references

UNKNOWN PICTURES Canada Council for the Arts ARTE FRANCE 3 Foundation for the Arts RF TELEFILM CANADA HoGloss

More hands to the pump

Another project vehicle donated to the club

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This little beauty arrived at the club last week. It's a 1940 Dennis Fire Pump. Apparently it has a Coventry Climax engine and was donated at no cost to the club.



It doesn't look too clever at the moment, but hopefully the restoration won't take too long once we can schedule a start. The restored example shown below is part of the Imperial War Museum Collection. That pump was used by Ferranti Ltd, during WW2 in their Hollinwood factory near Manchester. Using my friend Mr Google I have established that The Hall of Flame, Fire Service Museum, Brighton, Christchurch has one (or perhaps two) of these pumps in a restored condition.



Restored 1940s Dennis Pump from the Imperial War Museum, London

During WW2 The Colonial Motor Company manufactured a series of trailer pumps for use within the fire service. In addition 29 units of the heavier Dennis units were imported from England.

As far as I can see this is a 350/500 pump (I presume gallons per minute?). There's an interesting receipt on-line showing that in 1944 the UK Ministry of Supply purchased a batch of these at the princely sum of 236 UK Pounds and 10 shillings each. I'll let you do the maths and inflation calculations.

With brass fittings and a bright red paint job this will make a great addition to our fleet!



Dennis Trailer Pump at The Hall of Flame

Upcoming Events:

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Thankfully events are now back up and running. This page is a bit 'thin' at the moment but we hope to gradually build up the details of events and shows over the next few months. 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 and in our usual blue font.

August

August 16: Northern Raid: Our premier event for the season: 10am Meet. Details overleaf.

August 19: Auckland Midweek Tourers: Depart at 10.30 details Overleaf.

August 23: Caffeine and Classics: Smales Farm.

September

September 19-20: NSVCC Spring Tour to Whangamata: mark your diary.

September 27: Caffeine and Classics: Smales Farm.

October

October 3: Te Aroha Cruise In: Hot Rods, Classics, Vintage and Veterans

October 18: Club Run: Watch this space

October 25: Caffeine and Classics: Smales Farm

Future Diary Dates:

November 7: Northland Branch Far North Tour. For more details contact nvccrally@gmail.com

November 20-21: The 55th Maunga Moana. Details Rob Thompson railmodels1@xtra.co.nz

Regular Diary

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 .

<ul style="list-style-type: none">✦ HOT RODS✦ CLASSICS✦ CUSTOMS✦ BIKES✦ CARAVANS✦ LIVE BANDS✦ FOOD/MARKET STALLS✦ ENTERTAINMENT <p>SHOW OPENS 9AM PUBLIC ENTRY: GOLD COIN DONATION</p>	 <p>Aroha Cruise In</p>	<p>REGISTER NOW! www.cruisein.co.nz cruisein@business.tearoa.com Phone (027) 922 0530</p> <p>VIP ENTRY \$45 <small>(includes one t-shirt)</small></p> <p>EARLY CAR REGISTRATION \$10 per car</p> <p>DISPLAY ON THE DAY CARS \$15 per car <small>from 7.30am</small></p>
Saturday 3rd October • Main Street, Te Aroha		

August 16th> North Shore Branch Northern Raid: This year's Rally will be similar to last year, with a straight forward 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.

August 19: Auckland Midweek Tourers: We start at the Westgate shopping centre where there are a number of good coffee shops to enjoy before our departure at 10.30am. We set off to the west coast at Muriwai via Massey, Waitakere, and Taupaki before turning back toward our destination via Waimauku and Old North Road. The weather will be of no concern as the barn is rather large. Our host will be Angus Fogg and his partner Tracy who reside on a lovely 5 acre block in Riverhead looking back over the city where he has a sizable barn that accommodates his workshop and playroom. Angus is a well known racer who was in the team of Kiwis invited to the last Bathurst to run in the "Touring Car Masters" races. In all of his races he was first to the chequered flag, so you can imagine what some of his toys are. He is also a great host.

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 precis.

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

The Club Captain's Year:

After many years as club captain, Richard Lloyd reviews his last year at the helm.

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Our first rally of the year was a combined run with the Auckland Branch starting off in Papakura and heading out towards the Bombay hills and through Clevedon. We took to the urban streets and ended up at the Auckland VCC Clubrooms for a welcome cup of soup. It was a good run although only 5 North Shore members took part.

Our next big outing had the best participation for a long time despite the weather. In all 60 members took part in the very interesting visit to Whenuapai Air Base to check out the aircraft and to see how the general maintenance is carried out. We were dwarfed by the huge Orions, Hercules and helicopters parked around the base. Some of the planes were as old or older than our cars, most of which were more than 50 years old. Murray Ransfield was our guide for the tour and he regaled us with some very interesting stories. This was a very interesting visit and we were treated to a delicious afternoon tea made by some of the young recruits.



The team musters before the trip to Whenuapai

We always look forward to the Spring Tour and as usual Paul Collins organised a great one taking us along as part of his North Cape to Bluff tour. We visited the Hamilton Classics Museum and the Timber Museum in Putaruru. We had two overnight stops in Raglan and Tokara. We even managed a Raglan Harbour Cruise before it got too dark to see the interesting landscape.



Richard Lloyd inspecting the woodwork

We did 2 garden tours, one in Waitoki and one in Dairy Flat both of which were well attended with everyone gaining some inspiration for their own gardens.

The Club Captain's Year: Continued

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Our annual Gymnic was held on the Club grounds which was a lot of fun and followed by a pot luck dinner. North Haven Rest Home invited us to take the cars to their residence and because of their limited space we took 6 cars which delighted them and gave them a chance to reminisce and look over the cars. They really enjoyed themselves.

Back in February we had lunch in the Orewa Surf Club. It was quite a windy day so there was plenty of big surf and we were treated to a lot of sail-boarders riding the waves which was great to watch. It also gave us the opportunity to catch up with each other.



Ready for the surf: Club members meet at Masons Road prior to the Orewa Surf Club Visit

Just as we were enjoying our runs,

COVID19 arrived so that curtailed our activities and we had to keep our distance from each other. During this time of lockdown we held a virtual rally with 17 members taking part. It was a great success with several members getting lost, and making them feel normal.

Post lockdown, Paul got us up and running again with a run to West Auckland throwing a bit of everything in including Straight Line Navigation. We finished off in a nice café and afternoon tea.

Our last run was to Shelly Beach with 30 members taking part. We couldn't visit Shelly Beach without stopping at the Jetty Café where we enjoyed the marvellous fish and chips – a great way to end a run. 30 members took part in this run and we all enjoyed the day out.

I am now retiring as Club Captain because of other commitments but I have enjoyed the time and of course my assistant Neil Beckenham has been a most reliable help and I'd like to take this opportunity to publicly thank him very much for all he has done.



Phil Stenger's Chev and Arnold's Pontiac prior to the Posh Picnic run

The Great Fish and Chip Run

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Regular contributor Richard Bampton gives us his personal report of the most recent club run.

We were very fortunate with the weather as the sun shone after very two wet days when we arrived at Masons Road to see a good line up of cars and many club members milling around in the clubhouse and enjoying each other's company.

My driver Mike Swanton piloted us in his immaculate and comfortable Vauxhall GY25, which pulled effortlessly up the hills (I can't believe I'm writing this about a Vauxhall!) as we followed the instructions (and for a while the club captain's V8 Daimler) along the scenic backroads to Shelly Beach.

The cars parked up and were joined by some others with their occupants (without joining the rest of us at the club) so that the queue for lunch almost extended out of the door. Many visitors at the beach enjoyed the display of our vehicles, with the usual "My dad/aunt/uncle/grandpa/I had a when I was young." And we all enjoyed our lunch.



Arrival at Shelley Beach; L—R: David Lane's Studebaker, Viv Pearman's MGB, Mike Swanton's Vauxhall, Peter Lloyd's Zodiac, Richard Lloyd's Daimler V8 and Terry Costello's Chevrolet Bel-Aire. I am assured that there are 4 or 5 other nice cars in this photo, but I'll leave those for you to track down

BUT - I will have to write a strong letter of complaint to the committee about the conduct of quite a number of our members whose behaviour was, in my opinion rather below that which one would expect of members of such a distinguished club. It was the FISH and CHIP RUN, yet a lot of people ordered burgers or other fried food. Quite disgraceful, and they should all be punished severely. Below is a picture of a plate of fish and chips so that you will recognise what to order next time.



*Pictorial menu guidance
"Delicious Fish n' Chips"
Shelley Beach*

Hans Glas GmbH is a former German automotive company, which was based in Dingolfing. Originally a maker of farm machinery, Glas evolved first into a producer of motor scooters, then automobiles. It was purchased by BMW in 1966, mainly to gain access to Glas's patents; Glas were the first to use a timing belt with an overhead camshaft in an automotive application. Its limited model range was shortly phased out by its new parent.

History: Mechanic Andreas Glas (born 1857) was the son of Maurus Glas who in 1860 founded in the first agricultural machine factory Bavaria. Andreas then founded his own repair company for agricultural machines at 1883 in Pilsting. He gave the company the snappy name *Andreas Glas, Reparaturwerkstätte für landwirtschaftliche Maschinen mit Dampfbetrieb* or *The Andreas Glas, Repair-shop for steam-powered agricultural machines*. During the summer periods about 16 people worked for him. In 1905 Andreas Glas' company built their first crop sowing machines (seed drill). He then had sufficient work to employ all his employees all year round. The production of sowing machines rose from year to year: Winter 1905: 10 units, Autumn 1906: 20 units, Winter 1906; 40 units and Winter 1907; 254 units.



The infamous Goggomobil Quite different from a sowing machine!

1906 the Andreas Glas partnered with a financier becoming Glas & Lohn and changed its brand name from Bavaria to Isaria; the partnership ended 1911. In 1908 Glas production moved to Dingolfing to overcome a regional law rule which forbade none-local factories from participating in an agricultural machine exhibition. The new factory started with 150 sowing machines per year. The production count rose each year. 1920 Glas Werke AG became a public company and partnered with Stumm Group.

After World War II, the market for sowing machines was declining, and the company began building for bakers along with sowing machines. 1949 Glas Werke becomes a family company again and was renamed Hans Glas GmbH (Ltd) involving son Andreas (1923-1990) and daughter Hertha

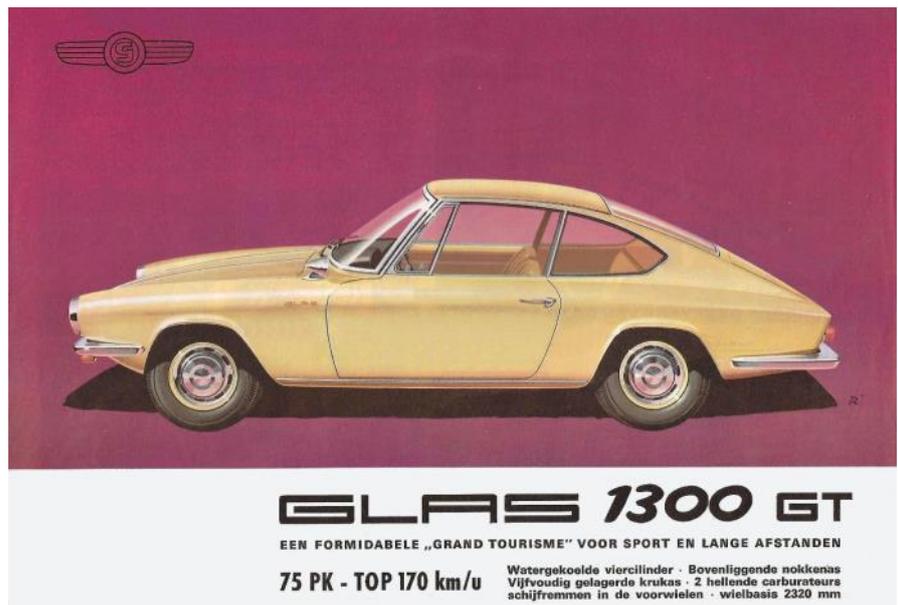
Products: Glas were known for small cars like the Goggomobil. In 1964 the company introduced the Glas 1300GT coupe and later the 1700GT. The body was designed by Pietro Frua. However competition, mostly from British cars, was tough and in 1966 they released the 2600GT powered by a SOHC V8 engine, with a volume just under 2.6 litres.

This didn't help sales and later the same year the company was sold to BMW. The Glas models were kept in production by BMW, but fitted with BMW engines. The Glas 1300 GT coupe was fitted with a 1.6-litre BMW engine and renamed BMW 1600 GT. BMW also fitted a 3-litre engine and named it 3000 GT. This model kept the Glas name, but had a BMW logo in the front and rear. In 1968 BMW created their own large coupe, the BMW 2500 CS, and this meant the end for Glas. 277 copies of 2600 GT was made and 389 of the 3000 GT.

Absorption by BMW: In 1962 BMW released the BMW 1500. The popular four-door compact's success exhausted the production capacity of their Munich plant. In 1966 BMW decided to buy Glas and absorb the Glas model line. Most of Glas' existing line-up was retired, while some models ended up being badged as BMWs until the company was fully absorbed. It was reputed that the acquisition was mainly to gain access to Glas' development of the timing belt with an overhead camshaft in

automotive applications, although some saw Glas' Dingolfing plant as another incentive. However, this factory was outmoded and BMW's biggest immediate gain was, according to themselves, a stock of highly qualified engineers and other personnel. The Glas factory began the manufacture of BMW front and rear axles until they could be modernized and fully incorporated into BMW. BMW immediately retired most of the Glas range, including all of the outdated microcars.

Closure: In the late 1960s BMW shut down Glas and built entirely new production facilities, which would eventually become an important production site. BMW's Dingolfing branch is now one of BMW's largest factories with 22,000 workers producing 5, 6 and 7 Series cars and as well as bodies for Rolls-Royce.



The Glas 1300GT: Original Sales Brochure



The Glas GT 3 Litre V8 .. Are those Jaguar XJS Headlamps?

Rare cars in New Zealand: Here's a collection of interesting photographs added to our National Discussion Forum over the past few weeks

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Isotta Fraschini spotted recently at a specialist garage in Upper Hutt. An Italian beauty without doubt.



Lovely Hudson Terraplane



1915 Humber 10. This photo was taken in 1961



*1972 Holden Torana GTR:
Yes please! Absolute beast of a car. Overpowered and under loved.*

Election of officers: A challenge was made to the position of Chair which traditionally has been set down as a 3 year period. Legal opinions were sought and as a result the nomination for the position of Chair was accepted. A secret ballot of financial members was held and Tony Sparkes was elected.

Constitution: It was recommended that the Club constitution be reviewed to remove ambiguities. The 'honorary club solicitor' Harold Kidd is prepared to undertake this. Incoming committee to pursue.

Ross Moon discussed the constitutional change. He was set up as the Chair and the issues got more and more complicated as time went on. By Christmas people were away and then we went into Covid lockdown and never got completed. There is more work to do.

Club Computer security: It was suggested that the use of the computer in the clubrooms have a member appointed to monitor its use to prevent misuse. Incoming committee to review.

Welfare Officer: There is a need for a regular fast method of notifying members when someone dies. Tony Sparkes discussed appointment of welfare officer. To be considered by the incoming committee.

Morning tea thanks: Arnold Van Zon thanked Richard Andrew for sausage rolls etc now retiring. Ross Moon & Mike Garner volunteered - suggested that a roster of three people to cover. To be sorted out on Thursday morning.

Club room callout: Need to update callout personnel for the club room. Key register/distribution to be updated. Arnold Van Zon kindly volunteered to help with this.

Sand blaster: Clive Sandham – sought for approval for expenditure for the sand blaster.

5 year plan: Peter Lloyd suggested that we need to consider a 5 year plan for the club. Where we are now, where we want to go and how we are going to get there. Like selling a piece of land down the bottom. Secretary discussed NZTA and Waka Kotahi letters and the Covid19 situation resulting in financial uncertainty.

Retiring Club Captain: - Richard Bampton – Vote of the thanks to Richard Lloyd – Club Captain for enjoyable runs.

Maurice Whitham: Club Secretary

Editor: Note: an updated committee list with contact details is shown on the back page.

Auto-Electric Wiring Conventions

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Neil Beckenham highlights the main colour and capacity conventions

Members have enquired how the wiring will be done on the BSA and how automotive wiring should be redone as often the existing wiring looms are oil soaked, been chopped and have altered alterations and are no longer fit for purpose. In a freshly period-correct restoration we must remake the wiring harness/loom, correctly. There are standards set in the automotive industry to ensure we have trouble-free wiring and have a professional result.

The British Standard and the American Standard rely on the following cable sizes and colours.

- Automotive cables sizes are measured in **SWG – Standard Wire Gauge**
 - **18 SWG** is a 14 strand cable. This is used on sidelights, interior lights, tail lights and instrument panel lights. Maximum loading for this cable is 8amp.
 - **14 SWG** is a 28 strand cable. This is used on headlamps and horns. Maximum loading for this cable is 17amp
 - **12 SWG** is a 44 strand cable. This is used on the generator, control box and ammeter. Maximum loading for this cable is 25amp.
 - **10 SWG** is a 65 strand cable which is used on alternators. Maximum loading for this cable is 30amp.
 -

A wiring loom requires several cables which are generally braided or bound to form a single harness or loom. By using the colours for these cables, one can easily identify a particular location and purpose for each cable. There are coloured tracers to further identify its location and function.

- The colours listed below are the standard.
 - **BROWN:** All cables which are associated with the charging circuit and battery have brown as their base colour. For example: Brown with yellow tracer – the cable from the generator to regulator Brown with a green tracer – the cable from the F-field terminal on the generator
 - **PURPLE:** All fused units fed directly from the battery and operate when the ignition is on or off. For example: interior lights and horn.
 - **GREEN:** All fused units fed through the ignition switch and operate only when the ignition is on, i.e. wipers, indicators.
 - **BLUE:** this group of cables are fed through the headlamp switch.
 - **RED** this group of cables are fed through the side light switch.
 - **BLACK:** all earthing cables.
 - Other colours – which perhaps our early cars do not have – and were never equipped for, but they are still standard colours, which include:
 - **YELLOW:** electric overdrive units
 - **WHITE:** electric fuel pumps and radios
 - **LIGHT GREEN:** windscreen washer and flasher units

This guide will hopefully diagnose, identify and solve these pesky electrical problems.

Bentley V8 Engine finally says goodbye.

The engine that defined power levels as “Adequate”

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Bentley recently announced the end of production of its venerable, highly regarded "6¾-litre" V-8 engine, which it called the longest-serving V-8 design in continuous production history. Replacing the silent, smooth Rolls-Royce/Bentley F-head inline-six that had been the parent company's sole post-war powerplant used in cars like the R-Type Continental, this L-Series eight-cylinder debuted in 1959 under the hood of the Bentley S2, as well as in the sister Rolls-Royce Silver Cloud II. In that original application, the five main bearing, 90-degree, aluminium-intensive OHV engine displaced 6.2 litres (380-cu.in.) via a 4.1 x 3.6-inch bore and stroke. It made an estimated 180 hp, although the British firm only noted its power and torque were "adequate," since actual figures might be deemed too vulgar for its refined clientele.



Bentley S2 "Flying Spur"

Spearheaded by senior engine designer Jack Phillips, the V-8 was designed to be at least 50 percent more powerful than the six it would replace, while retaining the inline engine's basic size and weight. It went from concept to running prototype in 18 months, and each example would be run-in and road-tested, some even stripped down so skilled inspectors could examine the components for wear. The V-8 ended up weighing 30 pounds less than the straight-six it supplanted, and it would grow to its final 6¾-litre (412-cu.in.) displacement in 1971, when the 3.6-inch stroke was increased to 3.9 inches. It would undergo several notable design changes to fit in different engine bays and to meet changing emissions regulations, not to mention increasing power. Always handcrafted in the Crewe plant, not machine-assembled like a mass-production V-8, it would retain the same configuration and bore spacing through its many decades.



Bentley 6.75 Ltr V8. It's a big lump! More like an aeroplane engine than a car

In the 1980s, Bentley got its own version of the L-Series for 1982's Mulsanne Turbo. When a single Garrett AiResearch T04 turbo was fitted to this carburetted engine, it produced an estimated 298 hp and more than 450 lb-ft of torque, capable of propelling the 5,052-pound sedan to 60 mph in around 7 seconds, and on to 135 mph. This model would evolve into the fuel-injected, intercooled Bentley Turbo R, a bold statement of purpose and return to the high-performance roots of the stately automaker.

After Volkswagen's purchase of Bentley in 1998, this V-8 engine underwent further development, and the Mulsanne of 2010 featured fresh components in the forms of the crankshaft, connecting rods, pistons, and cylinder heads; variable valve timing and cylinder deactivation were also included on this new-millennium variant. Bentley quoted the Mulsanne Speed's L-Series V-8 as making 530 hp and 811 lb-ft of torque. This engine was claimed to produce 99 percent fewer harmful emissions than its forebear.

The automaker has constructed 36,000 L-Series V-8s over the last 61 years, with the final 6¾-litre engine—which took a team of seven specialists 15 hours to finish on June 2, 2020—going into the 30th, and final, Mulsanne 6.75 Edition by Mulliner.

Those final Mulsanne 6.75 Edition cars include numerous nods to the impressive lump under the bonnet, including badging, blueprint graphics, and a miniature version of the V-8 oil filler cap topping the ventilation "organ stops."



The glorious, amazing, beautiful Bentley 6.75 Litre

Three brush generators: Neil Beckenham simplifies a subject that was the source of much discussion at a recent club night.

Three brush generators as the name suggests have 3 brushes as opposed to the more common two brush generator set ups. The third brush, is a smaller brush is mounted between the two main brushes and is connected to the field coil windings inside the generator.

This type of set up relies on what is known as cross-magnetism. This magnetism is measured in *gauss*. When the generator is in use, the magnetic field becomes distorted which basically means at low speed the field coil will receive a larger amount of current across the main brushes, whilst at higher speeds the field coils have a reduced current.

What this does is that it makes it possible to obtain a generator output rising quickly at first, therefore recharging the battery faster after the vehicle has been started from cold causing a sudden drain of battery. After the engine and generator speed up, the current output drops off to such a level to keep the battery topped up.

This system is now obsolete and did have some disadvantages. Basically, the generator voltage can become higher as the battery becomes fully charged. This higher current can result in cooking the battery.

New Members: Bill and Robyn Duffy

Legal Opinion Kidd Black Law: Brief discussion took place in relation to the legal opinion presented to the meeting regarding the challenge to the position of Chair at the AGM. Further legal advice was to be sought prior to the AGM and would be adhered to at the AGM.

Bus Tubes: \$175.00 per tube quote was obtained for the Dennis bus. The stems must be vulcanized on the side valves which is more expensive. Agreed to get one tube in the first instance.

Steering box: Clive Sandham spent time machining steering box of the Dennis bus to free up the steering.

Dennis Pump and Tractor: The Club has been offered a 1940 Dennis fire pump and tractor as a result of a deceased estate. Has now been collected.

New Shed: Building inspection carried out on Monday 27 July 2020 and passed the CCC inspection. Finances to date \$101,199.19 with total budget set at \$105,000.00.

Committee Keys: Incoming committee need to collect keys including Michael Dorbeck. Clive offered to continue magazine distribution.

After-Hours Keyholder: After-Hours key holder list needs updating with new members required for call outs.

Health and Safety Officer: Need to appoint a health and safety officer. Ross Moon stated National Office had prepared a schedule of hazards. We need a copy of the Health and Safety Plan and have it in the shed. Also need to know first aiders and defibrillator trained people, with their details on a board in the restoration shed.

Targa 2020 Rally: J. Higham has been appointed as Branch Co-coordinator. Agreed to use the club rooms as a staging post for checking vehicles. Also asked to use the club rooms as a briefing hall for about 50 people.

New Hoist: Need to get the new hoist commissioned. Also need to check with the installers and will check to see if they will certify the other hoist at the same time.

Alarm: The alarm on the club rooms has been left off. Not sure why the Club was not notified.

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

Chairman: Tony Sparkes 09-473-5828 or 027-499-5588

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:

Neil Beckenham 09-426-5831 or 021-588-536

John Higham 09-478-7973

Ray Jackson: 0274 948 159

Peter Lloyd: 09-426-7179 or 021-298-8795

Richard Lloyd: 09-420-5048 or 027-483-2898

Mike Swanton: 09 426 0011

Arnold Van Zon: 09 473 5750 or 027 2765336

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THE INFORMATION IN THIS MAGAZINE IS SUPPLIED AS A SERVICE TO MEMBERS. ARTICLES OF INTEREST ARE ALWAYS WELCOMED. THE OPINIONS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE AUTHORS AND THE CLUB ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF ANY ARTICLES OR STATEMENTS HEREIN.

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