

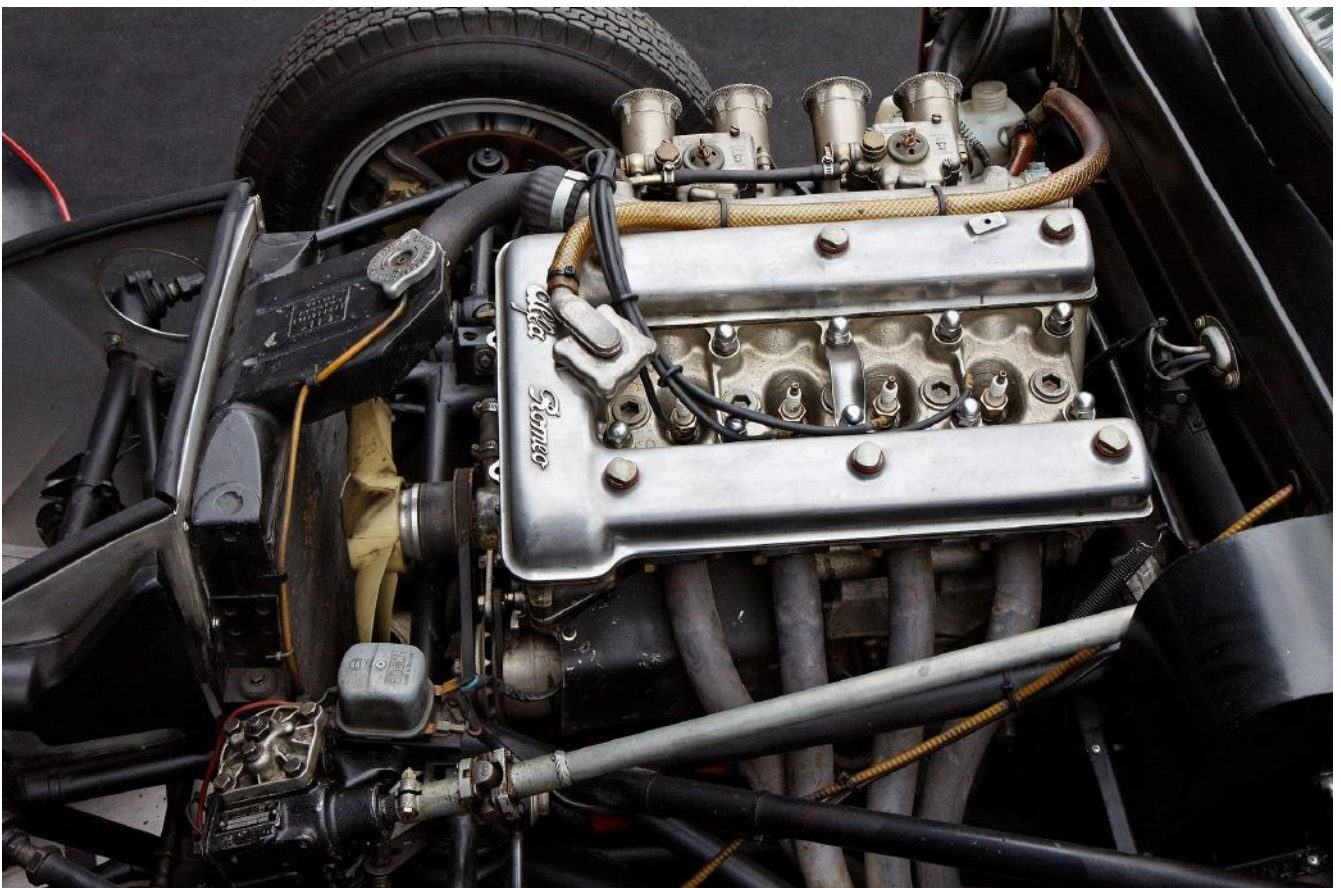


North Shore Vintage
Car Club

- > Your journal
- > Your stories
- > Your photos
- > Your cars
- > Your ideas
- > New design
- > New sections
- > Your committee

Progress:

The monthly journal of the
North Shore Vintage Car Club
June 2019



Editorial

It's a small world nowadays. I have just finished off and sent this from Cheshire, in the North of England where we are visiting our daughter and family. As anticipated the weather here (midsummer) is not much better than back in Whangaparaoa (midwinter).

The two hot topics around the classic and vintage car clubs across Europe at present are new regulations on emissions that may affect our rights to drive our older cars and ongoing challenge of maintaining membership numbers against a backdrop of a falling and aging membership with a growing trend towards virtual clubs using social media to chat, solve issues and perhaps meet up a few times a year. No doubt those two topics will reach us eventually.

June is AGM month around all the NZ VCC branches and we are no exception with our AGM scheduled for **June 12th** in our Masons Road clubrooms and starting at **8.00pm**. Please, please book this date in your diary and come along to hear the reports and contribute to the discussion.

Can we please have a few more photographs of your cars/projects and events that you have enjoyed.

Progress

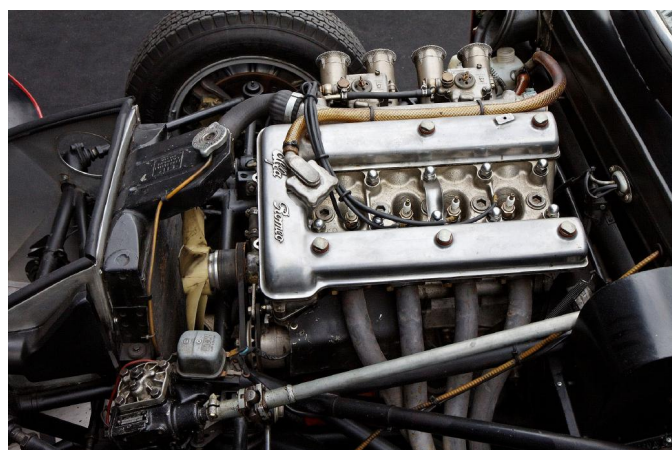
May 2019

In this issue

- * **Chairman's Message:** Paul Collins.
- * **Can you guess what it is yet?** Another set of images of old vehicles from unusual angles. All you have to do is identify the vehicle. No answers, no prizes, just for fun.
- * **Club Captain's Report:** Richard Lloyd.
- * **Focus on the Marque:** Alfa Romeo. You can't be a "Petrolhead", unless you've owned an Alfa!
- * **Upcoming Events:** Club runs and independent events.
- * **AGM:** Agenda. Book the date and come along.
- * **Workshop Updates:** What progress we made over the last month and what are we hoping to achieve over the next. Can you help?
- * **Mech. Eng. 101:** Basic technical/historical articles intended for non-engineers or mechanics. Hopefully they'll be interesting and informative. This time "The Four Stroke Engine".
- * **Show and Rally Reports:** Been to a show or on a rally recently? Tell us what you thought of it. Send us some photographs.
- * **Photo Gallery:** Send us yours. We like incomplete project photos especially!
- * **About Us:** Who's who and where's where.

*Cover Photo - 1954– 1994 Alfa Romeo Twin Cam
Is this the engine that changed engine development?*

Submit your photos to battersby56@sky.com



Chairman's Report

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Hello everyone,

Over the last couple of months the Thursday morning turn-outs at the club have continued to grow, with numbers now reaching over 40 quite regularly. We are fortunate to enjoy great camaraderie with both our members and those visitors from neighbouring branches, which is very heartening to see.

Disappointingly though the same can't be said for entrant numbers into our major rallies, but we are not alone in this as it seems to be happening in many branches right throughout the country. - How can we improve this in our area? – Any suggestions, Questions, or ideas please.

The progress on the new shed has paused, due mainly to a delay with the supply of the kitset materials from the supplier, but hopefully will be remedied shortly.

Our Branch AGM is almost upon us (Wed 12th June). Please make an effort to attend as your input is an important part of running the branch.

Then at the end of the month (Sunday 30th) we have the annual North Shore/ Auckland Combined Run. This year it is Auckland Branch's turn to set the run so please make a note of the date and make an effort to attend and help fly the flag for our branch.

Work continues with the North Cape to Bluff Tour planning, and with 25 expressions of interest so far, it will be a really enjoyable tour. The date again is September 24th (Kaitia start) to October 18th (ending at Invercargill).

If you think you may be interested, even to do part of it, please let me know ASAP so I can keep you up to date with information.

Meanwhile - See you at the AGM

Paul



Richard Ellis' 1936 Austin 7 Ruby, Currently being stored in the club garage and waiting for a little space in the restoration shed.

Can you guess what it is yet?

Name these vehicles!

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Fill in your answers below: Just for fun: No answers will be given.

Club Captain's Report

Northern Raid

Progress
May 2019

So far it has been a busy year with plenty of activities with everyone trying to make the most of the fine warm weather while it lasted. We have even had members, with their cars of course, taking part in a new TV production about the 1947 Ballantynes Fire. Those of us who took part found it interesting and fun. Let's all make sure we watched when the film is screened. *(Further coverage and photos on page 21)*

Our annual Northern Raid took place on Sunday 28th April with eleven competitive entries and five touring. To add to the competitors' woes there were two sections of 'Straight Line Navigation'. This didn't cause any problems as it was fairly easy and by all accounts members found it fairly simple to follow and everyone came out the other end in one piece. There was a timed section with an average speed of 26 mph which was mostly on open rural road. Unfortunately there was a spell of heavy rain during this section which reduced visibility somewhat.

After lunch we were lucky enough to be able to visit Ross Tibbs' car collection in Greens Road. This was very interesting with the vehicles in immaculate condition much to the envy of most of us!

We all went back to the clubrooms for dinner and enjoyed a very nice meal. As usual much discussion followed and all agreed it was a most enjoyable day. Many thanks to all members who helped especially Arnold who plotted the course and my assistant Club Captain, Neil Beckenham and his daughter, Yana. Thank you also to Tony Gillett and Rex Cottrell. It takes a lot of work to get everything together but all the hard work contributed to a successful Northern Raid. Thank you all very much.

Remember everyone - keep those cars moving.

Northern Raid Results

<u>1st Overall</u>	-	<u>2nd Overall</u>
Paul Collins	-	Michael Dorbeck
Congratulations	-	<i>Well Done both of you</i>

Richard Lloyd
Club Captain

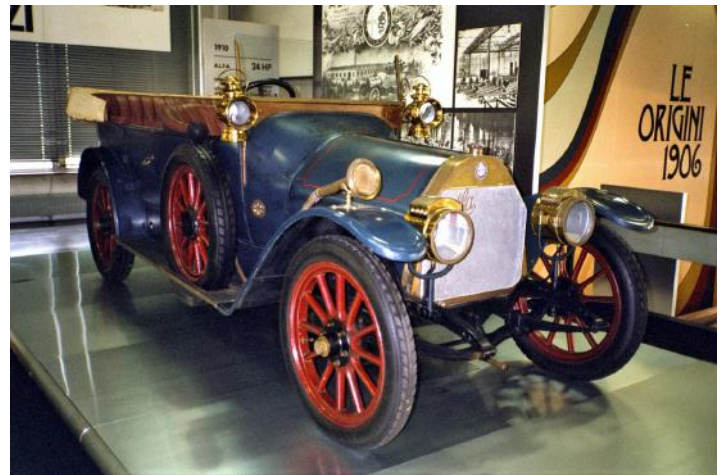
Focus on the Marque

Alfa Romeo

Progress
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Jeremy Clarkson (Of Top Gear fame) always maintained that you can't consider yourself a "Petrolhead" unless you had owned an Alfa.

The company that became Alfa Romeo was founded in 1906 by the French automobile firm of Alexandre Darracq, with Italian investors. In late 1909, the Italian Darracq cars were selling slowly and the Italian partners of the company hired **Giuseppe Merosi** to design new cars. On 24 June 1910, a new company was founded named A.L.F.A., initially still in partnership with Darracq. The company was owned by Italian state holding company Istituto per la Ricostruzione Industriale between 1932 and 1986, when it became a part of the **Fiat Group**. In February 2007, the **Alfa Romeo** brand became **Alfa Romeo Automobiles S.p.A.**, a subsidiary of Fiat Group Automobiles, now **Fiat Chrysler Automobiles Italy**.



The 1910 ALFA 24HP and start of the marque

The first non-Darracq car produced by the company was the 1910 24 HP, designed by Merosi. A.L.F.A. ventured into motor racing, with drivers Franchini and Ronzoni competing in the 1911 Targa Florio with two 24-hp models. In August 1915, the company came under the direction of Neapolitan entrepreneur Nicola Romeo, who converted the factory to produce military hardware for the Italian and Allied war efforts. In 1920, the name of the company was changed to Alfa Romeo with the Torpedo 20–30 HP the first car to be so badged. Enzo Ferrari began his motorsport career in a Torpedo 20-30.

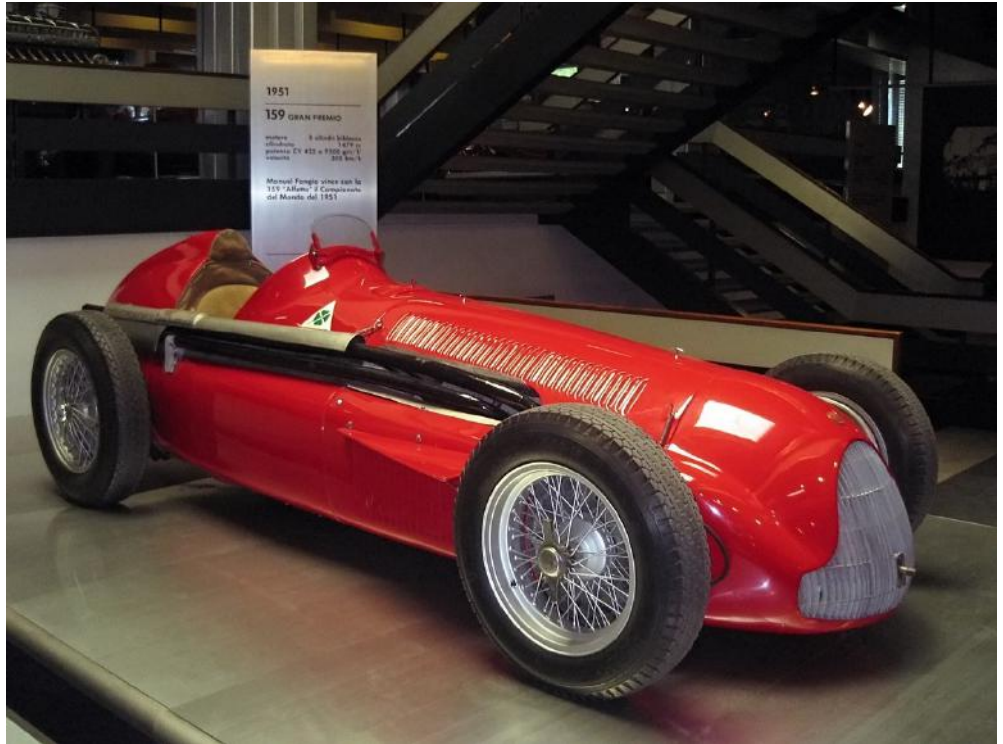


The gorgeous 1920 Alfa Romeo Torpedo 20-30HP

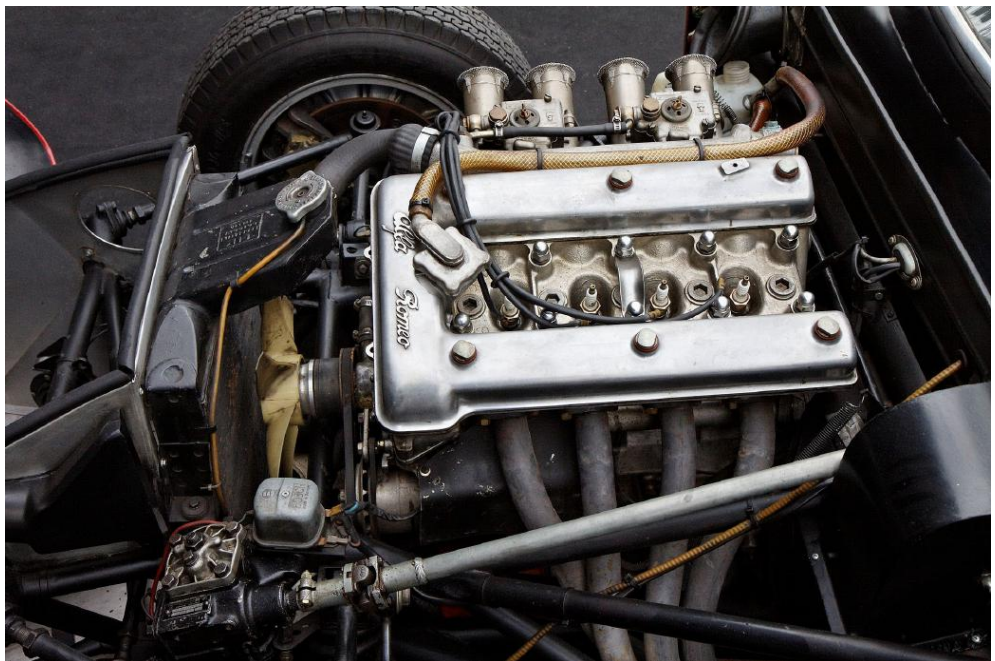
In 1921, the Banca Italiana di Sconto, which backed the Ing. Nicola Romeo & Co, went broke and the government needed to support the industrial companies involved, among which was Alfa Romeo. In 1925, the railway activities were separated from the Romeo company, and in 1928, Nicola Romeo left. In 1933, the state ownership was reorganized under the banner of the **Istituto per la Ricostruzione Industriale** by Benito Mussolini's government, which then had effective control.

The company struggled to return to profitability after the Second World War, and turned to mass-producing small vehicles such as the 1954 Twin Cam **Giulietta** rather than hand-building luxury models. In 1954, it also developed the outstanding **Alfa Romeo Twin Cam engine**, which would remain in production until 1994. This revolutionary engine is the epitome of European engine design and is a perfect example of the split between European “More power from a smaller package” approach versus the US view that the route to more power was through bigger engines. The stunning Alfa Twin Cam featured:

- An aluminium alloy engine block with cast iron "wet" cylinder liners
- An aluminium alloy cylinder head with hemispherical combustion chambers.
- A forged steel crankshaft running in five main bearings
- Double overhead camshafts driven by a double row timing chain
- Direct valve actuation via camshafts on bucket tappets
- Two inclined valves per cylinder with a near-centrally located spark plug
- Inlet and exhaust valves separated by an angle of 80 degrees
- A large, flat, finned oil sump



The Alfetta 159 (and predecessor 158) won 47 of 54 Grand-Prixes entered. A super-charged 1.5 ltr “Straight Eight” engine was a revelation to the sport.



That glorious Twin Cam

Focus on the Marque (cont.)

Just a few more pictures of classic Alfa design. The 1960s Giulia is my personal favourite perhaps because it featured heavily chasing Michael Caine and his gang around Milan in “The Italian Job” (Proper version and not the remake)

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1965-1978 Giulia



1954 Giulietta



1972-1978 Alfetta



1981-1983 Giulietta



*Alfa Romeo 8C 2900
Scuderia Ferrari*

(This Alfa raced in the Enzo Ferrari Racing Team, before the master went on to found Ferrari cars)

Upcoming Events:

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May

May 5: All Ford Day: Smales Farm. Takapuna

May 4-5: Pukekohe Swap Meet

May 4-5: Garage Sale 10.00—2.00 45 Ngarahana Ave, Paremoremo. All the cars have gone, this is the one and only clear-out of the large collection of miscellaneous mechanical components, body parts and extraneous tools of the late Captain Ian Bradley's estate. Also on sale will be the bulk of his extensive motoring library. There are likely to be parts right across the range of BMC, Standard Triumph etc. First in first served, no reasonable offer refused, take it away on the day and cash is king! Contact Ian Goldingham Ph 09 445 8811.

May 15: Auckland Branch Midweek Run: Starts from the Drury Service Centre, Southern Motorway. 10.00am for a 10.30am departure. More details to follow but it could be a run to Thames. There are still some empty slots for the tour of A&G Price Foundry.

May 19: Triple Combined Run: Wellsford/Warkworth VCC, HBC Enthusiasts' Club, North Shore VCC. (Full details on Page 14)

May 26: Caffeine and Classics: Smales Farm.

June

June 12: North Shore Branch Annual General Meeting: Write the date in your calendar and make sure to come along to hear how your club is doing and indeed tell the committee what you'd like it to be doing.

June 19: Auckland Branch Midweek Run: Starts from the Westgate Mall. 10.00am for a 10.30am departure.

June 30: Auckland/North Shore Combined Rally: Watch this space. More details to come.

June 30 : Caffeine and Classics: Smales Farm

July

July 6: Warkworth and Wellsford Winter Woollies Wander

July 14: Rotorua Swap Meet

July 17: Auckland Branch Midweek Tourers: Starts Drury Services, Southern Motorway

Longer Term

- **North Cape to Bluff Tour:** 24 September - 18 October 2019: Contact: Paul Collins for further details. Mob: 027 292 2204 or Collins.electronics@xtra.co.nz
- **2020 National Easter Rally:** Organised by Horewhenua Branch, Levin. Expressions of interest required ASAP

In Cienfuegos we stayed for a day and admired the sights, we stayed in a casa close to the centre in a room in a house build around late 1800 high ceilings and incredible high doors, tiled floors all designed to keep the place cool.

Cienfuegos has a grand centre with government buildings, banks and the theatres around the central square where large trees shade seats for people to use their phones. The city is circled around a lagoon where works of visual art in the form of a piano keyboard floated in the water, old wooden pylons were used to hang a hammock above the water and big tractor tyres were used to form glasses, all these works are part of the Havana Biennale.

On the road again crossing the Island to the Northern coast, a land full of cane fields, some rice paddies, paddocks with stock and collective farm with pigs and chickens. In Colon (*Ed... There's a joke there!*) we stayed in Casa Galbraith, the grandson of a Scottish engineer still lives in the grand house, the room has never changed from the 1930's furnished with chairs, dressing table with beautiful mirrors and bed all in pinks even the chandelier was glistening in the sunlight.

Then into Varadera , the Cubans claim is the most beautiful beach in the world! white powdery sand (Arena Blanca) the Atlantic Ocean an azure blue but wild and windy, when I swam I felt quite an undertow and deep holes in the sea floor.

We had the good fortune witnessing the 1st of May parade with thousands of locals gathered to take part in front of their company's work vehicles if this was the case e.g a digger company or a bank, a taxi company be that a yellow modern car, a classic car or a horse drawn cart. They carried massive flags, huge pictures of the freedom heroes Fidel, Che, Raul and his wife high above their heads on poles. Great slogans, reminding the people to be dedicated to the revolution.

Often lots of steel-bands and people in glittery costumes on stilts accompanying them with gorgeous belly dancers completing the scene. After all this the Cubans celebrated with loud music, rum and beer the roads littered in a carpet of green ! empty beer tins. (*Ed: Sounds just like Rugby club at 7.00pm on a Saturday night*).

On the last leg to Havana, along the coast, the foreshore mostly a brownish coloured coral, the road a 4-lane highway with very moderate traffic, a little undulating a times, oilrigs here and there, some obviously no longer producing, power stations belching out huge black clouds, cars old and newish giving us a dose of exhaust fumes to last us for the next decade. Now we are concluding our Cuban journey with 2 days in Havana with it's beautiful squares and huge trees with seats in the shade. Great buildings some wonderfully restored others still rather dilapidated, a fine fort on the water side is a show piece of Havana.

The inner city is full of cars from the 1950s, pink convertibles, blue and green sedans all giving people a taste of the past. We say adios from Cuba an island with so many contrasts , a warm welcoming exuberant and colourful people. Are they on the cusp of change?

Ed: Have just received word that our intrepid cyclists are now in "Trumpland" but their adventures must wait until the July edition.

Marieke and Arnold Van Zon

The brightly coloured taxis waiting outside Havana Airport are now synonymous with Cuba. England has Big Ben and Windsor Castle, India has the Taj Mahal, America has the Hollywood Sign and Mount Rushmore, but Cuba has rows of Yankee cars in pastel colours.



North Shore Vintage Car Club of NZ Inc

ANNUAL GENERAL MEETING 2019

The North Shore Branch of the Vintage Car Club of N.Z. Inc **hereby gives notice** of the **Annual General Meeting**, to be held on Wednesday 12th June 2019 at 8.00pm, at the Club Rooms, 40 Masons Rd, Albany.

- **AGENDA.**
- Present Members
- Apologies
- Minutes of previous A. G .M.
- Matters arising
- Correspondence
- Chairman's Report
- Treasurer's Report
- Delegate's Report
- Editor's Report
- Club Captain's Report
- Presentation of awards and L.S. Badges
- Election of Officers
- General Business

NORTH SHORE VINTAGE CAR CLUB

2019 AGM

Nomination for Office

I, the undersigned,

(Name)

Hereby nominate (Name)

For the position of:

Proposer:

Seconder:

In consenting to the above nomination, I agree that I will act in accordance with the
Constitution of the 'North Shore Branch of the Vintage Car Club of NZ (INC.)

Signed By (Nominee)

NOMINEE: (Print name).....

DATE:/..... /.....

Workshop Updates

A brief update on all the current workshop projects.
Achievements last month, plans for coming months.

The Chev : Tony Sparkes: Wiring continues. We have fitted the beading trim between the wings (or fenders if you are from the USA) and the body. Still have not found the rear light lenses, so we are ordering new ones. Rummaging through the Parts shed, we found a motor and parts to make the windscreen wiper assembly



The Bedford AA Truck: Peter Lloyd: We have had left front guard glass blasted in order to clean out the rust from the inside including all the difficult seams and crevices. This has now been etch-primed and is awaiting a bit more welding to repair a 'wired' edge and then we can move to towards top-coat. The grill surround or cowl has been difficult to square and centralise so we have taken a step back and decided to rework the fittings to get it fitting correctly.



The Bus: Clive Sandham: Most of the team are away at present so a slower month, however all paint touch-ups are complete and we have now fitted the lights!



Workshop Updates

Continued.

The BSA Van: Neil Beckenham: The BSA van body is currently being dismantled slowly with all parts being labelled to ensure we have good patterns for the new replacement woodwork. The rear guards have been removed and will require some rust repairs, straightening and the stress cracks welding.



The Wolseley: t.b.a. No progress on this, but have included a photo of the current state



North Cape to Bluff Tour:

Expressions of Interest Required.

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SEEKING EXPRESSIONS OF INTEREST NORTH CAPE TO BLUFF TOUR

24 SEPT— 18 OCT, 2019 (25 DAYS)

- Stage 1** North cape to Taupo (6 days)
- Stage 2** Taupo to Wellington (5 days)
includes Forgotten World H/way
- Stage 3** Picton to Christchurch (6 days)
Molesworth or Nelson options
(plus 2 lay days at Christchurch (Fri/Sat)
- Options: Swap meet or Trans Alpine Rail Trip
- Stage 4** Christchurch to Bluff (6 days)
Ferry/Mead/Akaroa visits enroute

You may do as many
(or as few) stages as you
wish (start or leave at
any point), but hopefully
would consider doing all
stages. (Numbers will
help for planning,
discounts,
catering etc.)

We will be visiting many
unusual collections
and places of interest along
the way
(and many branches)

Contact: Paul Collins

Email: Collins.electronics@xtra.co.nz Mobile: 027 292 2204

NSVCC Spares

A report by David Lane

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The transformation of this asset over the last couple of years has been very rewarding for a small group of us. Headed by “Re-Cycling” Arnold with deputies David and Trevor (and Alan in earlier times), we have slowly turned the shambles around and set up a few systems that help us all. Setting up our own workshop without having to borrow from that mob “down below” in the restoration shed, proved to be a winner. We wanted our own independence and to be self-governing.

Since the installation of our unique computerised rack numbering system, not only can we find stock, but we can now file it away safely. Our “computer” recently experienced an attack of the dreaded bird flu virus, when birds pooped on our lists and our stock. Rebooting the system with the latest “Point 22 Bird Shot” antivirus protector did the trick. Also, the added Alzheimer’s “monitor screen” halfway down the shed helped many of those members who had forgotten their aisle number by the time they got down there.

Culling the old stock was fun. At one stage we had 25 identical Lucas generators and 41 identical starter motors, all in need of a visit to an A&E Dept, 80-odd hub caps with many showing serious signs of off-road adventures and the rigors of rust. Some totally confused us all at our regular Thursday morning “board meetings” when we played “Guess what this came off”. (Every section of the parts department suffered from this identification confusion in various forms.) Before the rejected stock hit the exit door, the crazy dutchman would strip everything that was recyclable off it. Soon we had drums of bits of brass, steel, aluminium, paper etc. and every so often someone paid us money for their contents. Our outside rubbish bins were watched like a hawk during this period by that other lot from “down below” who probably thought that we were being totally reckless at times.

Soon more “Stuff” would arrive at the door. It appeared that the executors of various estates and local businesses closing down, liked what we were doing and entrusted us to become the next caretakers of their precious parts. We had to learn diplomacy and be gentle on some, telling them that we really couldn’t take the worn 13-inch flat tyre still on its rusty rim and the odd microwave oven. But we have also obtained some real gems: brass horns, early instrument panels, clocks, engraved flower vases, early RR axles and really early Hup parts. Then there was the day when a trailer load of Morris Marina parts turned up. Spray and walk away, you might think, but here there’s no room for ethnic or personal prejudice. We took the lot! Last week we secured several loads of BMC parts and panels from the late Ian Bradley Estate. The Len Woodgate Estate has also donated an enormous amount of treasures, over half going “down below” to the restoration shed to assist them in continuing his legacy.



The new computer!



Sophisticated Multi-Key search Algorithm



*What's the Collective Noun
for a shelf of Gennies?*

NSVCC Spares

Continued

Progress
May 2019

We realise that the selling of parts that are given to us for free, conjures up a few emotions from some club members. However, we are also racking up costs in storing this stuff. There's the cost of running our radio, the weekly laundry of our towels, and then there's Arnold's wages! We think our parts prices are reasonable: \$2 for a partially complete distributor, \$1 for a bashed-up hubcap (if it has Austin on it, we can get another \$2 for it). By the way, we still have the original 27 Lucas generators in stock which are on special at the moment. Buy two and we will give you an Austin hub cap for free. The parts personnel are currently considering the installation of a magnetic plastic scanner at the door to try and curb members secretly bringing in Japanese parts without our knowledge. Also perhaps purchasing a couch for some of the older members from "down below", who find it tough climbing up the hill and need a sit down just have a breather and a wee chat. But we don't mind.

Finally, and on a serious note, the storage racks for wheels and rims in our 20ft container are almost complete and soon we will size them all. We are also looking for a suitable shelved cabinet that can be covered with a lockable glass sliding door to allow us to bring out our more valuable treasures and display them with prices marked. All donations gratefully received because we won't have any spare cash until we sell some generators and starters.

Cheers
David Lane

The Club Stores

An asset for all members



Welcome to the Wheelhouse



Free hubcap with every starter motor!



Ever thought of what converts the explosive downward force of engine pistons into the circular movement of the car wheels driving along the road? That is the role of the crank or Crankshaft, to give it the correct name? What's the difference between a Main Bearing and a Big-End Bearing? Who invented the crank and how exactly does it handle the extreme forces of 4, 6 or 8 smashing downwards many thousands of times per minute?

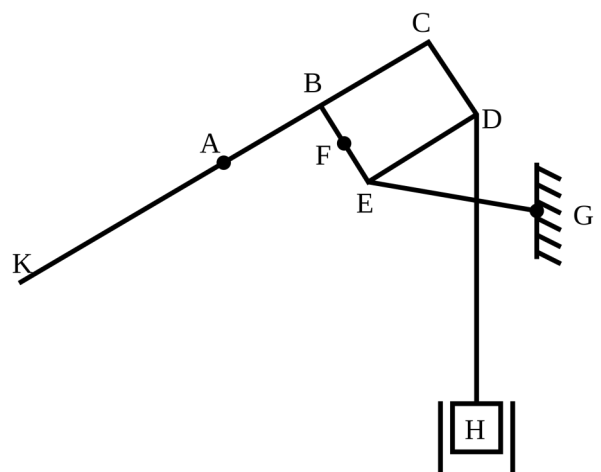
Let's start with a definition: A **Crank** is a mechanical part able to perform a conversion between reciprocating motion and rotational motion. In that sense the earliest recorded crank seems to have been around at 500BC or earlier with a hand operated grinding wheel, a well windlass and perhaps ancient augers. The concept of a cranked handle used to turn a reciprocating movement into a rotary movement has been around for centuries. Early Cornish Beam Engines and later Steam Locomotives all used Cranks to translate the reciprocating movement of a piston into the rotary movement required to drive machinery or wheels.



Hand-Cranked Grinding

There is actually a problem with the design of a modern crank in that the forces exerted on the piston are NOT actually vertical on the Intake and Power stroke the Con Rod wants to pull the piston to one side of the cylinder. Whilst on the Exhaust and Compression stroke the conrod wants to pull the piston to the opposite side of the cylinder. In modern engines, with advanced lubricants and fine tolerances the effect of these **non-vertical forces** are almost negligible although if you inspect a badly worn engine you will notice wear reflecting this issue. Early steam engines with wooden cylinders and leather seals were not able to cope with these non-vertical forces and in 1764 Scottish Engine James Watt invented what became known "Watt's Linkage" but at the time was patented as "Parallel Motion". Watt's Linkage is shown in the diagram below, but I suggest that you Google "Watt's Linkage" in order to see a moving diagram and realise just what a genius James Watt really was!

See the diagram on the right. **A** is the journal (bearing) of the walking beam **KAC**, which rocks up and down about **A**. **H** is the piston, which is required to move vertically but not horizontally. The heart of the design is the four-bar linkage consisting of **AB**, **BE** and **EG** and the base link is **AG**, both joints on the framework of the engine. As the beam rocks, point **F** (which is drawn to aid this explanation, but which is not visible on the machine itself) describes an elongated figure-of-eight (more precisely, a lemniscate of Bernoulli) in mid-air. Since the motion of the walking beam is constrained to a small angle, **F** describes only a short section of the figure-of-eight, which is quite close to a vertical straight line. The figure-of-eight is symmetrical as long as arms **AB** and **EG** are equal in length, and straightest when the ratio of **BF** to **FE** matches that of **AB** to **EG**. If the stroke length (that is, the maximum travel of **F**) is **S**, then the straight section is longest when **BE** is around $\frac{2}{3} S$ and **AB** is $1.5 S$.^[3]



It would have been possible to connect **F** directly to the piston rod (the "Watt's linkage" design), but this would have made the machine an awkward shape, with **G** a long way from the end of the walking beam. To avoid this, Watt added the parallelogram linkage BCDE to form a pantograph. This guarantees that **F** always lies on a straight line between **A** and **D**, and therefore that the motion of **D** is a magnified version of the motion of **F**. **D** is therefore the point to which the piston rod **DH** is attached. The addition of the pantograph also made the mechanism shorter and so the machine/building containing the engine could be smaller.

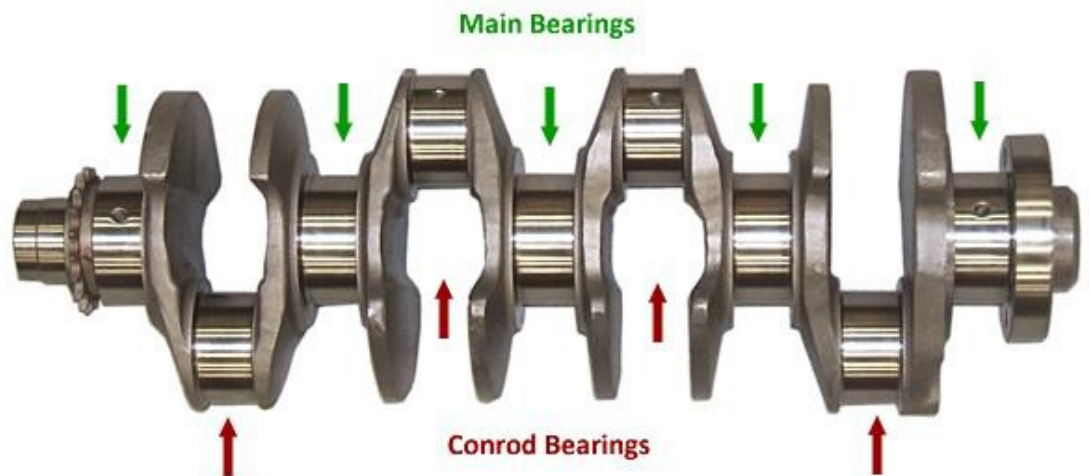
The Crankshaft Continued

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As already noted, the path of **F** is not a perfect straight line, but merely an approximation. Watt's design produced a deviation of about one part in 4000 from a straight line. Later, in the 19th century, perfect straight-line linkages were invented, beginning with the Peaucellier–Lipkin linkage of 1864.

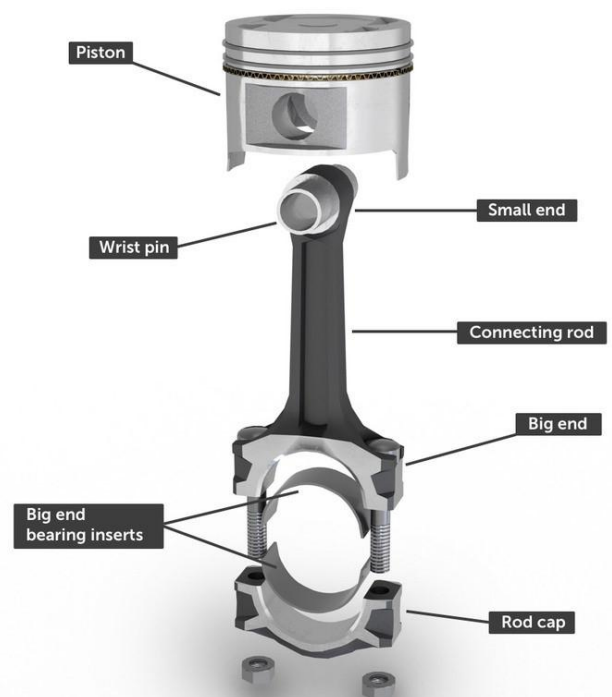
As internal combustion engines, especially multi-cylinder engines developed so did the crankshaft. The basic principles of Internal Combustion Engine Crankshafts hasn't changed much over the past 100 years or so. The materials have improved, the dimensions and balance have been tuned as engine performance improved and lubrication has definitely improved.

Let's look at a typical crankshaft. The single crankshaft runs lengthways beneath the pistons. The crankshaft spins around a central axis and the pistons connect via the offset Conrod (Big End Bearings). The



The crankshaft is held in place within the engine block by the main bearings. In theory the crankshaft should spin on the main bearings (Often known as **Mains**) and be perfectly balanced. The main journals are polished, case-hardened steel and are clamped in place with bearing inserts or shells. Its important that there is clearance between the Main Bearing and the Shell so that there is a microscopic layer of pressurised oil between the Shell and the journal to allow **Hydrodynamic Lubrication** to take place. I'll let you Google the subject and if you are persistent in your research you'll be amazed at the science. You will probably be surprised at how many 'simple' bearings actually rely on Hydrodynamic Lubrication!

Finally and to complete our introduction to the technology. At least so that you'll have a chance of keeping up with Jim Drummond in a conversation, to the right there is a labelled diagram of the Piston and Con-Rod assembly. I have noticed in this diagram that the rod that goes through the Small-End of the Con-Rod and Piston is called a "**Wrist Pin**". I have never heard that term and have always known that pin as a **Gudgeon Pin**.... Having said that I quite like the anatomical analogy they are using with the *Wrist*, linking via the forearm to the *Elbow* (Big End) and then to the *Shoulder* (Main Bearings) But I digress mumble, mumble, mumble.



Two cars for sale:

1967 Vauxhall Cresta

Email from Mike Swanton: "I had a call from Paul (Collins) that a lady near here had a Vauxhall car she was selling from the estate of her husband's mother. I've just been into town (Green Lane) to look at this original condition 1967 PC Cresta, light blue in colour and with 82,000 miles on the clock. It will have the standard 3.3 litre Vauxhall engine. The original lady owner died some years ago and the car is hidden away in her basement garage.

I looked over the car as best I could and if I was in the market for a Vauxhall frankly I'd jump at this chance. It looks like a bit of T.L.C. is all it needs to get it back on the road and looking good.

I saw a rust patch on the inside of the bonnet but otherwise I couldn't fault the metal work. There is Tectyl in the joints in the boot which tells me the car is well preserved. Someone has been playing with the carpets, etc but I think they are all there. The front seat has a cover but underneath it looks good. The wood grain dash looks great and there doesn't appear to be any sun damage on the dash or round the rear window.

I popped the bonnet and everything looks as it should. The doors all open as they should and no rust is evident in the bottom of the doors or the sills. The car is so tucked away it is impossible to check everything properly (or take decent photos)

Anyone interested can phone Mike Swanton on 09 426 0011"



1930 Austin 7 RK saloon \$12,000

The body was restored in the UK before being exported to NZ by the previous owner. Lots of photos and receipts from then. I have owned it for 4 years. Work done includes:

New battery, Petrol tank replaced, Starter motor, Tyres, Plugs, King Pins, Gearbox bearings

Recent head skim and valve Grind. Registered and will have a new WOF at the end of May.

This is a much admired car that always gets a big cheer at Art Deco. On a recent VAR run we had 78kph on the GPS two up and drove over the Auckland Harbour bridge in top gear.

Selling because I now have a Chummy and also want to try other vintage cars.

Call Tony Sparkes (NSVCC Committee Member) on 027 499 5588.



Triple Combined Rally

By Richard Bampton

Progress
May 2019

Was it because it was an early start? Perhaps being expected to arrive at Warkworth for a 9.15 start was asking too much. Was it because the weather didn't look too promising? But we have all done runs in much worse weather – the forecast suggested that it would be better later and it was.

Was it because some club members were complaining that the morning sessions/distance were too long? Come off it – you mostly nowadays drive relatively modern cars and anyway, surely the whole point of a rally is that you drive your car. And I have to point out that the oldest car was a 1928 Austin. But then we all know the quality and reliability of Austins, so it wasn't surprising that it managed the day easily and in considerable style.

Whatever the reasons the turnout was very, very poor when you consider that 3 clubs were involved. The only upside was that there were no American cars at all! They were all either British or European.

We had an Austin Healy, a Triumph Spitfire, 2 tiny Fiats, an MG Magnette, a Humber 90, a 1930s Riley and, the crowning glory and the car that raised the standard and left all others in the shade, a 1928 Austin 16/6 Clifton Tourer. (But maybe I'm a teeny bit biased?) And Richard and Rachel Andrew joined at lunchtime in their Austin/Nash Metropolitan.

All the run instructions were very clear (very good use being made of the 'line of least deviation' rule), the silent checks OK, the questions not too difficult and the routes themselves were delightful. Lots of (good) gravel roads – and the damp meant that we were not choking with dust – and we were treated to some amazing scenery. The setting for the lunch stop at Wenderholme was good and friendly conversation was enjoyed. Tea at the North Shore clubrooms was designed not to make us overweight. The joint winners were Doug Hamilton (W&W) and Paul Collins (North Shore). A very enjoyable day.

So why didn't YOU come? The organisers from Warkworth and Wellsford VCC and the Hibiscus Coast Enthusiasts as well as our Club Captain, Richard Lloyd, go to a great deal of trouble to plot and check the routes; surely not all of you had such pressing engagements that you could not support your club (and the other host clubs) on its monthly run?

If a 1928 Austin can do it comfortably surely your car (even if it American or modern or both) can keep up. Think about it next time and join the run.



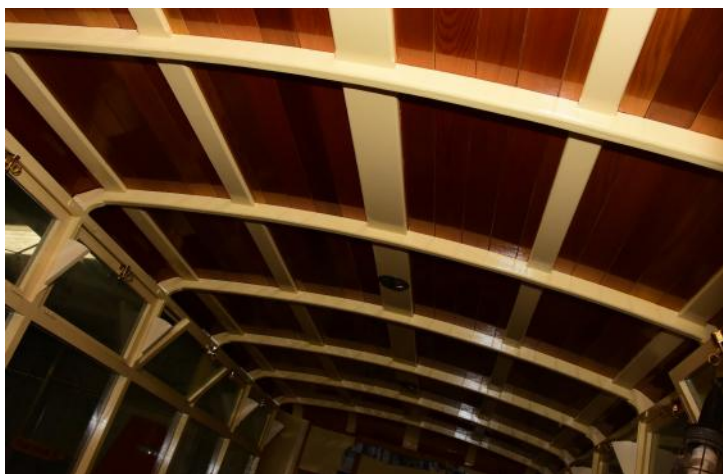
A message from the Club Secretary: Long Service Awards

Progress
May 2019

Every year there is a problem proving who is and who is not eligible for their 25/35/50 year badges. National Office now need confirmation of continuous membership of the club, regardless of what branch. On a very few occasions I have been approached by members to confirm their membership, however as membership grows it will become increasingly difficult to chase up all 200 members.

The matter is compound by the lack of information prior to 1992, where all members who joined prior to that date have had their records lost/destroyed and 1992 is the default year of their joining.

So... If you think that you might be eligible or even know someone who may be then please contact Maurice Whitham on northshore@vcc.org.nz or if you don't have email access then call on **09 627 0310**



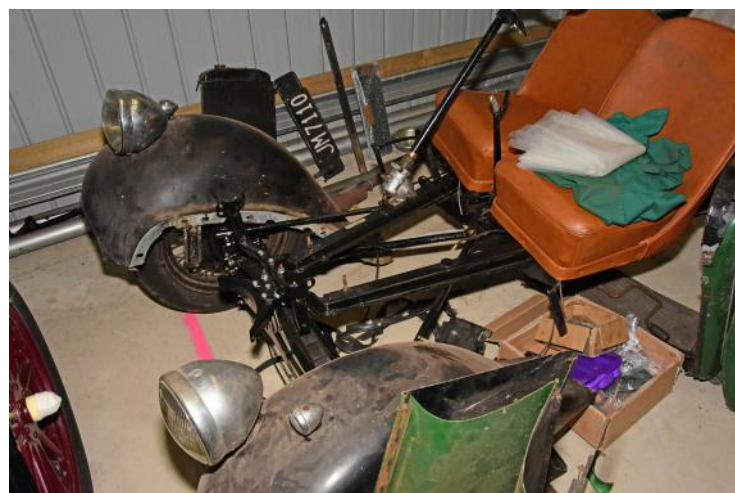
Quality Workmanship



What's the plan for this?



Yet another black Austin...



Can you guess what it is yet?

Have camera will travel

Progress
May 2019



Not sure about the Lime wheels



Tea for one?



Listing Ford Model Y Pickup



Dr Who anyone? Rare Siva Edwardian Spe-



Where does this belong?



Go on son!!

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 Wed from 7.30pm.

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

Committee Meetings: Last Monday of the month, 7.30pm

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

VERO Branch Reference Number: H00300144 (Quoting this number when renewing your insurance gives a small commission back to the club)

Main Committee

Chairman: Paul Collins 09-422-0500 or 027-292-2204

Vice 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

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

Assistant Club Captain: Neil Beckenham 09-426-5831 or 021-588-536

GENERAL COMMITTEE Members:

John Tombs 09-478-5677 or 027-378-5590

Clive Sandham 09-486-6047 or 021-903-548

John Higham 09-478-7973

Barry Thomson 09-959-0206

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

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

Brian Cullen 09-443-4912 or 021-163-0686

Magazine Editor: Stuart Battersby: **Tel:** 022 471 2759: **Email** battersby56@sky.com

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