

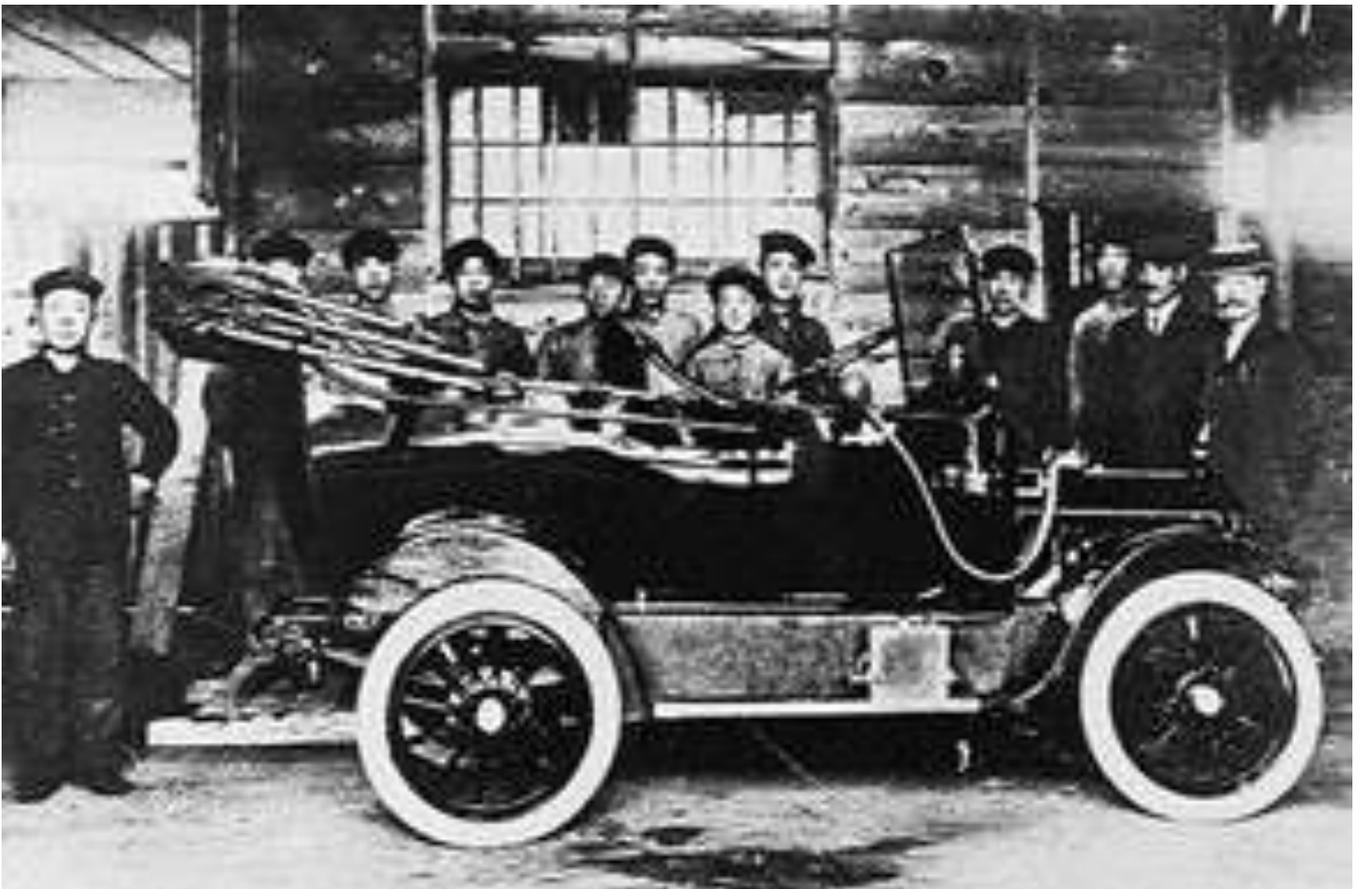


North Shore Vintage
Car Club

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

Progress:

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



Well I'm now back from the UK and isn't it cold!!?? Over the past 18 months we've managed to contrive a continuous spell of three summers. We had the best of the 2018 UK summer, moved back over here for the NZ 2018/2019 summer and then just as the seasons were changing in NZ we shot back to Europe for another summer. Arriving back in New Zealand we hit a record wet August in Auckland. Brrr!

Huge thanks to all members who have contributed words and pictures to this month's magazine. It really makes a huge difference to the magazine to have plenty of local and varied content from our members. Let's have more please; don't worry about having to get the spelling and grammar correct, just give me the gist of your thoughts then I can knock it into shape. All our members are REALLY interested in the rest of the cars and projects that we have in the club.

I've recently picked up a rumour that the club actually have a very large library of reference books and period magazines and brochures. It is apparently a huge asset to the club, but we seem to be keeping it very quiet. I was just wondering if anyone knows any more about our library and can perhaps tell us where it is, who looks after it and indeed are we able to visit it and borrow the books and magazines? Said slightly 'tongue in cheek', but I did warn you (and you know who you are) that if I didn't get a few words I'd have to make up something :-).

Thursday mornings are now really buzzing at the club. Massive progress is being made on the BSA, the Chev isn't far from moving back into the garage, the bus is on the final 10% and unfortunately we are two steps forward and one back on the Bedford truck. Coffee and cakes are served at 10.30 why not pop down and join us?

Thanks again for all your contributions. Keep 'em coming!

Stuart Battersby: battersby56@sky.com

- * **Chairman's Message:** Kevin Lord.
- * **Can you guess what it is yet?** I take way too many photos. Here are some more challenges
- * **Club Captain's Report:** Richard Lloyd.
- * **Focus on the Marque:** Our travels around the world take us to Japan and Datsun
- * **Upcoming Events:** Club runs and independent events.
- * **Workshop Updates:** A brief update on our projects in the restoration shed.
- * **NSVCC Spring Tour and Entry Forms**
- * **GMC 6x6 Trucks:** John Higham relates a government embarrassment.
- * **Mech. Eng. 101:** The differential axle.
- * **National AGM:** Ross Moon reports on HQ activities.
- * **The Alvis Continuation Series:** Got a few million dollars to spare?
- * **There once was an ugly duckling:** Mike Swanton tells of a Garage Find
- * **Committee Notes:** A brief synopsis of last month's NSVCC Committee
- * **About Us:** Who's who and where's where.

Cover Photo - It's 1914, it's Japan and the Kaishinsha Motorcar Works introduced the "Dat" and spawned a dynasty.

Submit your photos to battersby56@sky.com



Chairman's Report

Kevin Lord

Progress
September 2019

Now that the weather is not only cold but wet as well, it has taken the joy out of vintage motoring. It seems quite a few of our members are overseas in a warmer climate.

We had the privilege to be able to visit Whenuapai Airport Base with 70 plus members attending on a very wet and cold day, finishing with lunch and a very welcome hot cuppa. These defence facilities are a privilege to visit because of the now high security.

I intended to travel in the 1936 Auburn Roadster and had even raised the soft top for the occasion [a rare occurrence] but on the day with persistent rain I decided to use the trusty Zephyr Ute .

Branches New Acquisition. We have been given a 1936 Lanchester car and a trailer load of spare parts.

A big thanks to Paul and Neil for picking this up from Te Puke for us.

The Storage Shed. This has been running at full occupancy for some time and has been returning a good income for the branch. It was in need of a tidy so as to store our new acquisition.

From the Chairman's Garage. The 55 Thunderbird was taken down to get its VIN but is on hold because of a clerical error in the old paper work not matching the firewall tag [two numbers transposed] which has required all the paperwork and proof of I.D to be sent to the N.Z Transport Agency.

While this was carrying on I got back to Marlene's MG BGT . A project that has been ongoing for about 5 yrs. It should be finished by Xmas [Not sure which Xmas!] Some good progress has been made. Final fitting of the upholstery etc.

Happy Motoring. Kevin



Can you guess what it is yet?

Still hitting the library of shots from mu UK tour.

Progress
September 2019



Club Captain's Report

June 2019

Progress
September 2019

Wow! What a month August has been! I think it has rained every day and it has been very cold, not good motoring weather. However, Spring is not far away so we are looking forward to better weather.

The visit to Whenuapai was very well attended with over 60 members (*Ed: Photos on the next page*) taking part despite the awful weather. We were privileged to be allowed into the Air Base which was very interesting. Neil has contacts inside, namely Randy (Murray) Randfield and his two sons, Lawrence and Nicholas, so we were lucky to have three well informed people to take us around. It was pouring with rain of course and freezing cold but we received a very warm welcome and started off with a tour inside a Hercules aircraft. The Hercules was parked inside an enormous hanger and needless to say it was very cold. We were lucky to have not only the Hercules to inspect but also an Orion and a Helicopter. The Hercules was having a routine maintenance inspection.

Randy (maintenance engineer) told us the both aircraft had flown over 50,000 hours and were over 50 years old. The planes are frequently upgraded. We were surprised at how spartan the Hercules was inside and everyone was amused to see "sick bags" lining the walls of the plane. Not hard to imagine how uncomfortable it would be travelling for several hours seated in a canvas chair on board a plane with little or no insulation and very noisy. There wasn't a lot of room in any of these aircraft but we now have a greater appreciation of the airmen and women who fly in these planes and keep the country safe.

The Air Force treated us to a very nice lunch and we enjoyed talking to Randy and his sons. Many thanks to Neil for organising this visit.

The Spring Tour is the next big event in September starting in Mangere and ending in Tokoroa. It is part of the North Cape to Bluff Tour.

The weather is getting warmer so get those cars out and take them out for a run to blow the cobwebs away.

Richard Lloyd, NSVCC Club Captain



Alphabet cars! Say after me "A"..... "B" Waiting for the 'off' to Whenuapai

Whenuapai Trip Photos

June 2019

Progress
September 2019



Club car park before leaving



Crowded club house and final check of photo i.d.



*Meeting up at the Whenuapai carpark before going through security.
Apologies for the few and poor photographs the weather was atrocious.*

Focus on the Marque

Datsun

Progress
September 2019

Datsun is an automobile brand owned by Nissan. Datsun's original production run began in 1931. From 1958 to 1986, only vehicles exported by Nissan were identified as Datsun. By 1986 Nissan had phased out the Datsun name, but re-launched it in June 2013 as the brand for low-cost vehicles manufactured for emerging markets.

In 1931, Dat Motorcar Co. chose to name its new small car "Datson", a name which indicated the new car's smaller size when compared to the DAT's larger vehicle already in production. When Nissan took control of DAT in 1934, the name "Datson" was changed to "Datsun", because "son" also means "loss" in Japanese, and also to honour the sun depicted in the national flag – thus the name *Datsun*. The Datsun name is internationally well known for the 510, the Fairlady (S30 240Z, 260Z, 280Z) S130, 280ZX coupes, and recently, the Go hatchback

The origins of Datsun

Before the Datsun brand name came into being, an automobile named the DAT car was built in 1914, by the **Kaishinsha Motorcar Works** in Tokyo. The new car's name was an acronym of the surnames of the following company partners: Kenjirō Den, Rokurō Aoyama and Meitarō Takeuchi. Incidentally, *datto* (how a native Japanese speaker would pronounce "dat") means to "dash off like a startled rabbit", which was considered a good name for the little car. The firm was renamed **Kaishinsha Motorcar Company** in 1918, seven years after their establishment and again in 1925, to **DAT Motorcar Company**. **DAT** made trucks as well as passenger cars. In fact, their output really focused on trucks since there was almost no consumer market for passenger cars at that time in Japan. Beginning in 1918, the first DAT trucks were assembled for the military market. The low demand from the military market during the 1920s forced DAT to consider merging with other automotive companies. In 1926 the Tokyo-based **DAT Motors** merged with the Osaka-based **Jitsuyo Jidosha Company** also known as **Jitsuyo Motors** (established 1919, as a Kubota subsidiary) to become **DAT Automobile Manufacturing Company** in Osaka until 1932. **Jitsuyo Jidosha** began life producing a three-wheeled vehicle with an enclosed cab called the **Gorham** in 1920, and the following year produced a four-wheeled version. From 1923 to 1925, the company produced light cars and trucks under the name of **Lila**.

DAT had been selling full size cars to Japanese consumers under the **DAT** name since 1914. In 1930, the Japanese government created a ministerial ordinance that allowed cars with engines up to 500 cc to be driven without a license. **DAT** then began development of a line of 495 cc cars to sell in this new market segment, calling the new small cars "Datson". The first prototype Datson was completed in the summer of 1931. The production vehicle was called the Datson Type 10, and "approximately ten" of these cars were sold in 1931. They sold around 150 cars in 1932, now calling the model the Datsun Type 11. In 1933, government rules were revised to permit 750 cc (46 cu in) engines, and Datsun increased the displacement of their microcar engine to the maximum allowed. These larger displacement cars were called Type 12s. Nissan took control of DAT in 1934 and by 1935, the company had established a true production line, following the example of Ford, and were producing a car closely resembling the Austin 7. There is evidence that six of these early Datsuns were exported to New Zealand in 1936, a market they then re-entered in May 1962. In 1937, Datsun's biggest pre-war year, 8593 cars were built, with some exported to Australia in knock-down form.



The 1914 2-cylinder DAT



Datsun Type 12 (Austin 7??)

Focus on the Marque (cont.)

Progress
September 2019

After Japan went to war with China in 1937, passenger car production was restricted, so by 1938, Datsun's Yokohama plant concentrated on building trucks for the Imperial Japanese Army. When the Pacific War ended, Datsun would turn to providing trucks for the Occupation forces. This lasted until car production resumed in 1947. As before the war, Datsun closely patterned their cars on contemporary post war Austin products, the Devon and Somerset were selected. For Datsun's smaller cars (and trucks), such as the DB and DS series, they depended on designs based on the pre-war Austin Seven. In 1955 the Occupation Forces returned production facilities to Japanese control, and Datsun introduced the 110 saloon and the 110-based 120 pickup.

Datsun outside Japan

In 1935, the very first Datsun-badged vehicle was shipped to Britain by car magnate Sir Herbert Austin. The vehicle, a Type 14, was never meant for the road or production, but was a part of a patent dispute as Austin saw a number of similarities with their Austin 7 Ruby.

The company's first product to be exported outside Japan was the 113, with a proprietary 25 hp (19 kW; 25 PS) 850 cc (52 cu in) four-cylinder engine.

Datsun entered the American market in 1958, with sales in California. By 1959, the company had dealers across the U.S. and began selling the 310 (known as Bluebird domestically). From 1962 to 1969 the Nissan Patrol utility vehicle was sold in the United States (as a competitor to the Toyota Land Cruiser), making it the only Nissan-badged product sold in the US prior to that name's introduction worldwide decades later.

From 1960 on, exports and production continued to grow. In 1962 a new plant was built at Oppama, south of Yokohama. In 1966, Datsun debuted the 1000, allowing owners of 360 cc kei cars to move up to something bigger. That same year, Datsun won the East African Safari Rally and merged with Prince Motors, giving the company the Skyline model range, as well as a test track at Murayama.

The company introduced the Bluebird 510 in 1967. This was followed in 1968 with the iconic 240Z, which proved affordable sports cars could be built and sold profitably: it was soon the world's #1-selling sports car. It relied on an engine based on the Bluebird and used Bluebird suspension components. It would go on to two outright wins in the East African Rally.

Katayama was made Vice President of the Nissan North American subsidiary in 1960, and as long as he was involved in decision making, both as North American Vice President from 1960 to 1965, and then President of Nissan Motor Company U.S.A. from 1965 to 1975, the cars were sold as Datsuns. "What we need to do is improve our car's efficiency gradually and creep up slowly before others notice. Then, before Detroit realizes it, we will have become an excellent car maker, and the customers will think so too. If we work hard to sell our own cars, we won't be bothered by whatever the other manufacturers do. If all we do is worry about the other cars in the race, we will definitely lose."



1948 Datsun DB



1958 Datsun 113: The first export to the USA



1967 Datsun Bluebird 510



1968 Datsun 240Z

Focus on the Marque (cont.)

Progress
September 2019

The first Japanese cars constructed in New Zealand were Nissans, then known as Datsuns. Datsun Bluebird P312s were built in Mount Wellington from March 1963.

Until it built its own permanent plant in Wiri, south Auckland, in the late 1970s, Nissans were assembled all over New Zealand - by NZ Motor Bodies in Mt Wellington (early Bluebirds) Campbell Industries in Thames (1200 and 1600, 120Y, 180B), Motor Holdings, Waitara (1200 wagon, 120Y wagon), Todd Motors, Porirua (180B) a Nissan-owned 'temporary' plant in Mt Roskill, Auckland (1200, 120Y) and commercial vehicle plants in Glen Innes and Mangere.

Nissan began exporting Datsun-badged cars to the United Kingdom in 1968, at which time foreign cars were a real rarity. The first European market that Nissan had entered was Finland, where sales began in 1962. Within a few years, it was importing cars to most of Western Europe.

Datsun was particularly successful on the British market. It sold just over 6,000 cars there as late as 1971, but its sales surged to more than 30,000 the following year and continued to climb over the next few years, with well-priced products including the Cherry 100A and Sunny 120Y proving particularly popular, at a time when the British motor industry was plagued by strikes and British Leyland in particular was gaining a reputation for building cars with significant build quality and reliability issues. During the 1970s and early 1980s, Nissan frequently enjoyed the largest market share in Britain of any foreign carmaker.

By the early 1980s, the Nissan badge was gradually appearing on Datsun-badged cars, and eventually the Datsun branding was phased out, the final new car with a Datsun badge being the Micra supermini, launched in Britain from June 1983. By the end of 1984, the Datsun branding had completely disappeared in Britain, although it lingered elsewhere until 1986.

In Japan, there appears to have been what probably constituted a long-held 'official' company bias against use of the name "Datsun". At the time, Nissan President, Katsuji Kawamata was in the last year of his presidency, a powerful figure whose experience in the firm exceeded two decades. His rise to its leadership position occurred in 1957 in part because of his handling of the critical Nissan workers' strike that began May 25, 1953, and ran for 100 days. During his tenure as president, Kawamata stated that he "regretted that his company did not imprint its corporate name on cars, the way Toyota does. Looking back, we wish we had started using Nissan on all of our cars" he says, "but Datsun was a pet name for the cars when we started exporting".

Ultimately, the decision was made to stop using the brand name *Datsun* worldwide, in order to strengthen the company name *Nissan*. Ultimately, the name change campaign lasted for a three-year period from 1982 to 1984. Datsun badged vehicles had been progressively fitted with small "Nissan" and "Datsun by Nissan" badges from the late 1970s onward until the Nissan name was given prominence in 1983; although in some export markets vehicles continued to wear both the Datsun and Nissan badges until 1986. In the United Kingdom for example, the Nissan name initially was used as a prefix to the model name, with Datsun still being used as the manufacturer's name (e.g. Datsun-Nissan Micra) from 1982 until 1984. The name change had cost Nissan a figure in the region of US\$500 million. Operational costs included the changing of signs at 1,100 Datsun dealerships, and amounted to US\$30 million. Another US\$200 million were spent during the 1982 to 1986 advertising campaigns, where the "*Datsun, We Are Driven!*" campaign (which was adopted in late 1977 in the wake of the 1973 oil crisis and subsequent 1979 energy crisis) yielded to "*The Name is Nissan*" campaign. (The latter campaign was used for some years beyond 1985.) Another US\$50 million was spent on Datsun advertisements that were paid for but stopped or never used. Five years after the name change program was over, **Datsun** still remained more familiar than *Nissan*.



Datsun Bluebird P312

The first Japanese car built in New Zealand

Upcoming Events:

Progress
September 2019

September

September 18 : Auckland VCC Midweek Tourers Starts from the Drury Service Centre, Southern Motorway 10:00 a.m. for a 10:30 a.m. departure

September 28-29: NSVCC Spring Tour Starts Mangere and heads to Raglan and Tokoroa. Please see full details and application forms in the centre pages this magazine.

September 29: Caffeine and Classics: Smales Farm: 9-12.

October: TBA

October 16: Auckland VCC Midweek Tourers Starts from the Warehouse Carpark, Westgate, 10:00 a.m. for a 10:30 a.m. departure. NB—this date might change to a week earlier to fall within the school holidays.

October 22: Waikato VCC Post Vintage Rally

October 27: Caffeine and Classics: Smales Farm: 9-12. (No Auckland Marathon relocation this year)

November: TBA

November 10: Auckland VCC Ladies Rally: Departs Papakura RSA

November 19: King Country Branch: Journey through time

November 24: Caffeine and Classics: Smales Farm: 9-12.

Regular Weekly Timetable

- Every Wednesday Club-Night: coffee, tea and banter
- Every Thursday Morning 9am—Noon : Restoration shed, Spares Shed and Library all open. Coffee, Tea and Cakes at 10.30. Over 40 members now regularly attending at 10.30.

Longer Term Events

- **2020 National Easter Rally:** Organised by Horewhenua Branch, Levin. Expressions of interest required ASAP
- **2019 December 7-8:** Vintage Fields Rally, Thames (Email: info@modelbarn.co.nz)

Workshop Updates

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

Progress
September 2019

The Chev : Tony Sparkes: Tony is in Europe so Jim Drummond reports that the steering box is now fitted, the team has just finished spraying the interior floor prior to seat fitment. Next job, and nearing the end of the list is to check and set-up the brakes.

The Bedford AA Truck: Tony Sparkes: As above, I have reported that this month the repairing and levelling of the damaged fixing points on the radiator cowling is complete. The odd guards have now been finessed to get them looking like a pair. They are now being prepped for the black top-coat. We need a carpenter to make a pair of foot-steps from Kauri, kindly donated by Paul Collins.

The Bus: Clive Sandham: Little progress this month; still working on framing floor hatches prior to lino laying. Window frames being glossed.

The BSA Van: Neil Beckenham: The BSA is slowly coming apart and we are trying to restore and label each part as it comes off. So when reassembly happens it should be an easier task??? So far a new tie rod has been made. New left hand steering arm has been forged. The fuel tank has been de-rusted inside and out and it seems some petrol tank sealer was used to cure some leaks. The tank will now be properly welded and repaired. Two Luvax shock absorbers have been donated to the project. The voltage regulator has been cleaned and restored. The generator has had new bearings fitted and has been checked out and tested. With much effort and wood shavings the wooden floor based frame is now almost ready.

The Lanchester: As you may be aware we have been given a Lanchester (I'm guessing it's a 'Ten') that is going to require LOADS of work. At present the car and a huge raft of parts and spares have been 'parked' in the bottom left corner of the garage awaiting resource and a place in the queue of restoration projects.



A Lanchester 10 circa 1935

North Shore Vintage Car Club Invites you to join their annual **SPRING TOUR**
To Raglan and Tokoroa **Sat 28" & Sun 29" September 2019**

Itinerary

This year we have decided to incorporate the Spring Tour with a section of the North Cape to Bluff Tour, giving entrants an opportunity to meet with other members on tour from all around the country for a couple of days.

We meet on Saturday morning at Auckland Airport Kiwi Motel 144 McKenzie Rd Mangere, where we join with those doing the North Cape to Bluff Tour, and head to Tuakau for morning Tea followed by a visit to a small collection. We then continue on travelling south through the lovely Waikato-west countryside. Our lunch stop will be at the Nikau Café at Waikaretu Valley, before continuing south to arrive at Raglan for the evening. A Harbour cruise is planned for a relaxing end to the days touring, followed by dinner at the Raglan Club (RSA).

Sunday morning begins with a journey that takes us to the Hamilton Classics Museum, then onward to Cambridge and the Waikato VVCC Branch Clubrooms for a visit. From here we travel through Tirau to a Museum with something to interest all.

Afternoon tea will be with the South Waikato VCC, (a tiny clubrooms with a big history), then on to Tokoroa for the final night and dinner. From here you have the opportunity to either continue on with the North Cape to Bluff Tour entrants to Taupo, or return home from Tokoroa. We hope that you will join us for the weekend and experience a great Spring Tour with everyone.

STOP PRESS: We've just heard that the S Waikato VCC has organized a few special items for Monday morning. We now have scheduled a visit to a small private truck museum, a visit to the Putaruru Timber Museum (opened especially for us) followed by a Venison Steaks and Suasages BBQ lunch hosted by the South Waikato VCC.



Raglan Sunset (Not to be missed!)

NSVCC Spring Tour Entry Form

N.B Entries close 20th September 2019



Entrants Name:
Address:
Branch: Membership No.
Mobile Phone No: Total Number (Incl Driver).....
E-mail address:
Vehicle (Make, Year):

=====

Entry Fee (per car)	\$25.00
Saturday evening Harbour Cruise..... [] @\$28 pp.....	\$
Saturday evening Dinner..... [] @\$23 pp	\$
Sunday visit Hamilton Classics Museum.... [] @ \$12 pp	\$
Total payment.....	\$.....

=====

Entries close 20/9/2019

E-mail entry form to collins.electronics@xtra.co.nz
Payment by internet banking to **ASB Bank a/c 12-3072-0376473-00**
(Giving your name as **Reference** and Spring Tour as **Particulars**)
Or Post to: "SPRING TOUR"
c/o Paul Collins
74 Bullock Track RD3
Warkworth, 0983
Please make cheques payable to 'NSVCC Spring Tour'

For more information contact: **Paul Collins Ph: (09) 4220500 or 027 2922204**
or e-mail collins.electronics@xtra.co.nz

- Motel Accommodation: Please make your own bookings**
Raglan: Sunset Motel (base motel) 7 Bankart St (07) 825 0050
Raglan: Palm Beach Motel 50 Wainui Rd (07) 825 8153
Raglan: Kopua Holiday Park (Cabins) Marine Parade (07) 825 8283
Raglan: Harbour View Hotel 14 Bow St (07) 825 8010
Tokoroa: Clifton Court motel, 111 Main Rd, Tokoroa (07) 886 4579
Tokoroa: Mayfair Court Motel, 22 Logan St Tokoroa (07) 886 7399

Some motels have been penciled in for our accommodation.

(Let them know you are with the Vintage Car Tour)

A John Higham research article

At the conclusion of WW2 the American Army had 1225 GMC 6x6 trucks, 420 Dodge Power Wagons, 540 Jeeps and assorted other vehicles and spares in NZ. Many of these vehicles had been in the Pacific and were in storage on a two hectare site at Seaview, Wellington awaiting refurbishment at the nearby General Motors factory in Petone.

The NZ government was bound to abide with an agreement held with the US that they would purchase any such vehicles in NZ at the conclusion of hostilities, and this was duly done at a cost of US\$ 50,000, being at that time NZ 15,000 pounds (NZ\$ 30,000). The government agency responsible for disposal of such material, the War Assets Realisation Board had no idea on what to do with these vehicles and assorted spares. General Motors said they could sell no more than 50 (probably because it would affect new vehicle sales) so they were put up for public tender.

An enterprising businessman from Oamaru, Mr George Gillies, whose two sons had related stories of these GMC trucks in the theatre of war was stirred into action. The Gillies men went to Wellington and looked over the 1225 GMC trucks and the “500 tons of scrap metal” on offer. What they found were trucks that although looking somewhat worse for wear, were in the main suffering from superficial faults. These they considered could be easily fixed. Most



The GMC 6x6 WW2 Truck

trucks had fewer than 10,000 miles on the clock. What was erroneously listed as scrap metal was actually 500 tons of new spares.

They placed bids of 21,010 pounds for the trucks and 500 pounds for the scrap. This was accepted. A bonus was that the two hectare site came with it all.

Most of the vehicles were left at Seaview, about 200 being shipped to Oamaru for South Island customers.

Not long after the tender, the *New Zealand Truth* newspaper picked up on the deal, and although nothing was amiss with how the Gillies had acted, the ineptitude of the government agency was exposed. A Royal Commission was established to find out what was going on. That commission found that whereas Gillies paid 18 pounds per truck, they anticipated on selling them at 350 pounds each. To add insult to injury, it was estimated that the tyres (in short supply during and after the war) were valued at between 120,000 and 150,000 pounds. The commission found that the so called scrap had also been incorrectly advertised, and sold far too cheaply as well.

(Acknowledgement and reference *Mighty Moves* by Bee Dawson, Wairau Press)

This is a MONSTER subject that includes a huge amount of complex mathematics, engineering and physics to fully understand. As a consequence, I'm not going down that path. This will be a very high level description of the Differential Axle or "Diff" as they are known. We'll look at the purpose of a Diff, the key components and their names and include a short piece written by club member Arnold Van Zon to explain the terms High Ratio and Low Ratio Diffs (and why nearly everyone gets it the wrong way around).

What is the purpose of a Diff?

Imagine if you can a car driving round a roundabout (*let's imagine a clockwise roundabout as we have in New Zealand*). The inner wheels (or right-side wheels) of the car go around to the centre of the roundabout. The outer wheels (or left-side wheels) go around the same roundabout but are about 5ft or 1.5m further away from the centre of the roundabout than the inner wheels. If you were to measure the distance travelled by the inner and outer wheels you see that the outer wheels travel a bit further than the inside wheels. If you remember your school maths you could calculate these distances using the formula for the circumference of a circle ($2\pi r$, where r is the radius of the roundabout). Given that the right and left wheels of your car end up at the roundabout exit at the same time we must conclude that the left wheel is spinning a little faster (its covering more distance) than the right wheel. It's the Diff that makes it possible for your car to travel round bends without ripping itself or the tyres apart.

How does a Diff work?

To be honest I still reckon there's a bit of black magic in there and I won't even attempt to describe how in words. There is however a simply AMAZING film on the internet that I implore you all to view, either by copying this link into your web browser (Copy and Paste or just type it in). It's an old b/w film but really is the best way to show how the Diff does its magic. Here's the link:

<https://www.youtube.com/watch?v=F40ZBDAG8-o>

That simply is the **very best** and most understandable explanation of how a differential works that you'll ever see. I first saw the video years ago and it still is the best explanation that I've ever seen.

What are the main components of a Diff?

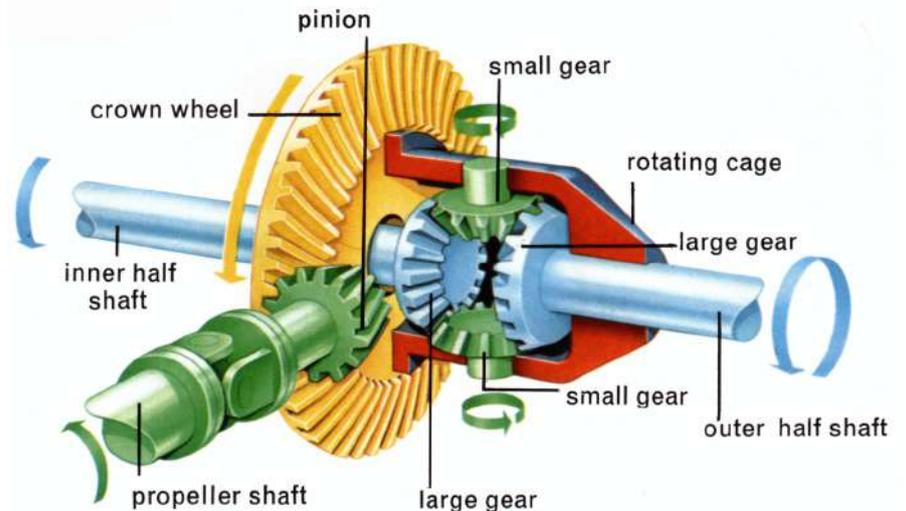
I always find part naming tricky in New Zealand as we sometimes use US terminology, sometimes UK, sometimes both and other times we have our own terms. (The drawing overleaf may help).

- **The Propeller Shaft (Prop Shaft):** Transfers power from the engine, via the gearbox to the axle
- **The Pinion:** The fixed gear on the end of the prop-shaft that engages with the crown wheel
- **The Crown Wheel:** The large gear fixed to the cage that spins around the half shafts
- **The Cage:** The spinning framework that moves the Small Gears or Planet Gears around

The Differential Axle (Continued)

- **Small Gears (Planet Gears):** The small gears fixed in the cage that spins around the half shafts and engages with the gears on their ends
- **Half shafts (Inner/Outer or Right/Left):** The shafts that go from the diff and are fixed to the road wheels. Basically the axles.

Now I suggest, with this diagram in front of you, you go back and watch the video again and you'll see how the real parts correspond to the narrator's sticks and clamps. Good luck.



Differential Gear Ratios: *by Arnold van Zon*

When people generally talk about differential ratios, invariably the term “low” or “high” ratio comes up.

However, what they might not realise that the terminology they use is nearly always the opposite from what they mean, e.g. they say a 3.8:1 diff is higher ratio differential compared with a 4.7:1 one.

Not so!

A gear ratio is the number of teeth of a driven gear (in this case a crown wheel) divided by the number of teeth on the driving gear (pinion). The higher the ratio, the more difference there is in the number of teeth.

Say a pinion has 10 teeth. To achieve a 3.8 ratio the crown wheel need then 38 teeth. Which means that the pinion (engine crankshaft) has to turn 3.8 times to turn the back wheels one revolution.

Consequently with a 4.7 ratio the crankshaft has to turn then 4.7 times to turn the back wheels once.

So if you want less engine revolutions per minute at a given speed you need a LOW ratio diff!
Simple!

Arnold

One wet Thursday morning in Albany

(Beware Terry Costello and his phone-camera)



Thursday mornings are workshop days at NSVCC. We are so fortunate to have such excellent facilities and more importantly highly skilled tradesmen and a plentiful supply of enthusiastic amateurs. Why not call in (Make sure you don't miss coffee and cakes at 10.30) and have a stroll around, introduce yourself and if you fancy helping out in some small way, then just ask!

National VCC Annual General Meeting

Greymouth August 2019

Our intrepid branch treasurer, Ross Moon, braved flood, storm, landslides and Air New Zealand to bring us this report.

Progress
September 2019

The reports of the two meetings attended are listed in order and as they were discussed at the **Executive** and **AGM meetings**.

Executive Meeting

- A template for a branch constitution has been produced over the past couple of years with branch input. It was recommended that this be used for any new branches. Also used to update some branches whose existing constitutions are somewhat dated.
- Within all branch constitutions there should be clauses that state that any changes in the branch's constitution can only be made with the approval of the Secretary/Treasurer of the national body.
- There was discussion on the use of the health and safety manual. The suggestion was raised that as branches did not have a full or part time employee, they not subject to the act. This position was challenged on the basis we are part of the NZ VCC Inc. which does employ staff and thus are included in the act. An opinion is to be sought.
- Also discussed was, if branches are excluded (which I suspect they will be) and if they actively use the manual and there is an incident, the club could be held liable due to negligence. However, if the manual is not used, there can be no liability.
- There is an objective to have an online membership application in use by 2020. This would entail a single application fee regardless of branch. If the amount were too high for one branch, the member would receive a credit on the following years subscription.
- A remit was received from Marlborough Branch that 50-year membership awards could be awarded at branch level instead of at a National Level. There is existing wording with the club's constitution that allows for this: accordingly there was no vote.
- Bay of Plenty Branch had approval given to include the word "Classic" within its branch name.



The VCC of NZ Annual General Meeting.

- It was suggested at last year's AGM that branches be asked for a list of WoF garages that understood the legal requirements for warrants for VCC eligible vehicles. It appeared few if any branches had completed such a list.
- Discussion on clashing events, in particular the Taranaki Branch's Maunga Moana Rally and a new event, 'The Highland Fling' being run by Bay of Plenty Branch, both being run over ANZAC weekend 2020. After discussion it was agreed that it was inevitable that such would occur. Being that both events were different in format, it should present little issue.
- The North Island Club Captain has produced a booklet on holding the annual North Island Rally. Available to any of those contemplating organizing the event. The North Island 2020 Easter Rally is being organized by Horowhenua Branch.
- The club's Registrar emphasized that applications should be completed to the highest standard as they are audited by NZTA. Any failure in standards could compromise the clubs standing as the organization in certifying club eligible vehicles.
- It was suggested that a list of experts of various vehicles be collated to which Facebook enquires may be directed.
- The question of how does the VCC manage electrification of club eligible cars was raised. Management has this on their list for the coming year.

- VIC cards: Please supply as much documentation as possible to support the history of the vehicle. The signatory to the form MUST be the person that inspected the vehicle. The acceptance of the vehicle must be recorded in the branch minutes prior to sending to National Body.
- The likelihood of any club vehicles obtaining a 12 month WoF is now very unlikely due to the number of new vehicle failings in their first three years.
- The Festival of Historic Motoring 17 - 22 January 2021 is being held in Taranaki. Organisers advise they are happy to come to a branch meeting to discuss and promote the event. The cost of entering has not yet been finalised, but organisers are hoping it will be around \$350.00
- There was discussion on the success to date with the Daffodil Day event, especially as events finished at such high-profile locations. It was suggested that club keep this in mind for other events during the year as a way of increasing membership. It was agreed by those present that the Cancer Foundation would continue to be the benefactor of our charity event for the next three years.
- Diane Quarrie, President, gave a presentation of rebranding the VCC. That is creating a new logo and tag line. She sought approval for the National Body to be permitted to allocate funds to develop the proposal further. Diane was given full support for the proposal.
- There was a review of the club's strategic plan. This was somewhat long, so only my takeaways noted.
 - Daffodil day rally was a great win for the club, \$200k raised.
 - Facebook working well, but more contributions please.
 - If any member has something they would like to share on Facebook, i.e. photographs or information, the contact address is coms@vcc.org.nz
 - When a member resigns, please try and find out why.
 - Are branch clubrooms attractive? This is, if a prospective member walks in, what will they think of them/ membership?

Editor's Comment.

Many thanks to Ross for trekking down to Greymouth and representing the club. I found the comments on Facebook VERY interesting. I know that "This computer stuff" isn't everyone's cup of tea but it is the way ahead for the next generation of club members and if we are to ensure that our vehicles are still around and loved in 50 years time then we need to work out how to recruit that next generation of "car carers".

For those of you that don't use Facebook at present you should consider it as an "Electronic Notice Board". It is a technological replacement for the traditional cork pin-board that you used to have in schools, offices and workplaces. Teenagers especially, use Facebook to make friends, talk about boyfriends and girlfriends, tell everyone what they had for tea and what they think of the latest chart topper. That's fine, but as a technology it's possible to create private, even secret electronic notice boards, that only pre-authorized club members can see and access. Members of this private group can post technical questions, ask advice, post wanted ads or sell items.



The Alvis Continuation Series

Progress
September 2019

Club Member Bruce Skinner sent me an article from The Classic Car Journal indicating that The Alvis Car company is still alive and kicking and indeed about to start re-manufacturing of FIVE of its most popular early cars. To quote the company's website *"The Alvis Car Company are manufacturing to special order a limited number of famous Alvis models. They are faithful to the original design and by using our Works Drawings from the period they retain all their traditional character and quality, yet are emission compliant. The cars carry Alvis chassis numbers and engine numbers which follow on from the last in the model sequence, which is why they have been designated the Continuation Series."* Here's what's on offer for "Special Order"

Vanden Plas Tourer: The 10ft 4in. wheelbase Vanden Plas Tourer expresses grace, speed and breeding in every line. The powerful 4.3 Litre Alvis engine provides acceleration of 0-50mph in 7.6 seconds. The imposing frontal appearance is enhanced by a sweeping waistline flowing into a fare decking at the rear.



Bertelli Sports Coupe: The stunning coachwork of this two-door Sports Coupe was first exhibited at the 1935 Paris Motor Show. The powerful six-cylinder Alvis engine provides effortless performance and the luxurious seating is upholstered in the finest materials.



Lancefield Concealed Hood: With coachwork specifically designed for the 1938 London Motor Show, the Lancefield Concealed Hood is an excellent dual purpose model meeting the requirements of those who require a closed four seater, whilst allowing them to enjoy the thrill of an open car.



The Alvis Continuation Series

(Continued)

Progress
September 2019

Park Ward Drop Head Coupe: This superbly styled two-door drop head coupe provides luxurious seating for up to five persons. The 3 Litre engine has a top speed of 120mph and the acceleration, performance and handling qualities of a true thoroughbred.



Graber Coupe/Cabriolet: It is immediately noticeable that the Alvis Graber Super Coupe is a car that gives the driver a feeling of superb quality, which enhances the driving pleasure. We have engineered our six-cylinder 3-litre engine to achieve a flexible performance, particularly at low speed, making it exceptionally versatile and enjoyable.



What d'ya Reckon?

So what do you make of these cars? Made by the original manufacturer, using original plans and materials. Personally I think that they are wonderful. They give those that have the money a safe, secure first step into the classic and vintage car movement. I would be delighted to have one of these park beside me at a show and again I'd love to see one of these in our club on runs and rallies. Should our club allow one of these to join us and participate? Are these any different from a restored older car, perhaps with a heritage body and new-old-stock components?

I'd love to hear your thoughts on these cars. Drop me an email please battersby56@sky.com

There once was an ugly duckling

(All's well that ends well, by Mike Swanton)

Progress
September 2019

Do you remember the advertisement in our May edition for a Vauxhall PC Vauxhall Cresta "Garage Find"? Mike Swanton reported the vehicle was buried in a garage, hardly visible but allegedly in fine condition. Well read on as Mike explains how new owner Mike North has progressed with his new vehicle.

Part 1 The things we go through to get these lovelies back on the road!

The Vauxhall PC Cresta (now sold to a club member) was hidden deep in the back of an under house garage and the car only just fits through the door. The rear wheels were put on to pull her out but the brakes had ceased after 29 years of hiding. With no room to work on her the rears were off again and finally the drums removed and the shoes taken off. Then the wheels were bolted back on and slowly she was inched out, stopping every other moment to put the trolley jack under her and correctly align her position to stop her rubbing



The Cresta emerges from her resting place of 29 years

against the sides. When out she looks just a miracle, as good as!

She will end up with a cut and polish and it looks like the upholstery is A OK. A couple of minor rust repairs are needed but nothing major.

Now she is having a full maintenance work over, with every mechanical component being serviced separately, prior to an attempted restart. The engine could be stuffed but it does turn over so we'll find out soon enough.

Part 2: From Ugly Duckling to beautiful swan

This "barn" find car has truly turned out to be a little gem. The pictures tell the story of a car cleaned up and looking like new. The engine pulls strongly and the brakes are now fully restored.



Committee Notes: August 2019

Progress
September 2019

New Members: Tony Spears

Karen and Andrew Redpath

Kevin Kershaw

Old Mower: The old mower reassembly has not taken place at this stage and it will be completed in the near future before being advertised for sale on Trademe.

Club run: Following the visit to the Whenuapai Air Force Base, a request has been made by the Missing Wingman's Trust regarding the possibility of a donation to the Trust. It was agreed that a donation of approximately \$250.00 will be made to the Trust which will be used to support the families of air force personnel who have died or been killed.

Chev steering box: A steering box replacement of the 1939 Chev has been sourced by Kevin Lord and it was agreed that it be purchased.

Daffodil Run 2020 : It was suggested that we either negotiate with Albany Shopping Centre or make an early booking at Smales Farm to start the run, and have other pick up points along the way. It was also considered that invitations be sent out to other one make clubs to join up with NSVCC.

Immediate Past Chairman: – Currently the Immediate Past Chairman does not have voting rights and was designed as a protection for the new Chairman. The Immediate Past Chairman was to act in an advisor capacity only. It was agreed that this matter was within the functioning of the committee, and it was agreed in future voting rights will be afforded to the Immediate Past Chairman.

Gisborne Branch fire engine: The NSVCC has been offered a 1958 AEC Merryweather Fire Engine that requires body work. It was discussed and suggested that the matter be put on hold in the interim and that a thorough examination of the vehicle be made before any decision is made. The matter was raised on Thursday morning to ascertain the level of interest in such a vehicle. *(Ed: The Thursday straw-poll voiced a resounding **No Thank You**)*

Restoration Shed Equipment : Members using equipment on Tuesday and Thursday morning should ensure that they are trained in the use of the equipment and that if they are not experienced, advice should be obtained from a member experienced in the use. For example gas bottles have had the regulators over tightened or left on resulting in the loss of excessive amounts of gas, which is a substantial cost to the club.

Car parking: Due to the increased number of vehicles using the car park, there is a need to look at extending the car park and widening the driveway entrance through the wooden gates, with the access on to the roadway being widened.

New Shed: The floor is to be painted prior to installation of the museum partitions. A number of other suggestions put forward by members are being considered at the present time.

Library update: Kevin Benseman gave a presentation to the committee and stated that storage is now becoming an issue. A number of suggestions were made and agreed to. A number of strategies were discussed in order to encourage greater interest in and use of the library facilities.

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: HO0300144 (Quoting this number when renewing your insurance gives a small commission back to the club)

Main Committee

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

Vice Chairman: John Higham 09-478-7973

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

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

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

Michael Dorbeck 09 415 8339 or 021 998 755

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