



## North Shore Vintage Car Club

- > Your journal
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- > New design
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- > Your committee

# Progress:

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



## Editorial

Welcome to my second attempt at your Progress magazine and thank you for all your kind words of encouragement and support. Although I could do with a few more photos and stories from you.

Since no-one has told me that this layout is a complete disaster I intend to continue with the same format and just update the content each month.

Many of you will note that you are no longer receiving a printed copy of Progress. We have decided to follow this path for two main reasons: Firstly, saving costs of some \$300+ per month and secondly the reducing the workload on volunteers. Of the 150+ magazine recipients we have been able to deliver all but 10 or so by email and thus dramatically reducing printing and postage costs. If you do NOT have access to email, we will, at present, continue to deliver a printed copy to you as usual.

Once again this is YOUR magazine. It needs photos of YOUR vehicles. It needs YOUR stories (You don't need to write volumes, just give me a few facts and ideas and I'll put it all together).

Stuart Battersby: [battersby56@sky.com](mailto:battersby56@sky.com)

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## 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:** DeSoto: A lesson in marketing and product positioning?
- \* **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 - 1957 DeSoto Fireflite*

*Submit your photos to [battersby56@sky.com](mailto:battersby56@sky.com)*



# Chairman's Report

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Greetings One and all.

I hope you have had a great Easter break with family or friends and arrived back home safely.

Our branch has just had its annual Northern Raid rally, and those that were not there missed a very scenic and enjoyable event. This year it had been plotted by Arnold and Marieke Van Zon, (by bicycle too), and ably run on the day by Richard Lloyd and Neil Beckenham. The whole event was all on tar seal and covered a variety of scenery, with 2 lots of 'Straight Line Navigation' in 2 different sub-divisional areas giving us something extra to think about. A great days run, thank you plotters.

Coming up in May is the **Triple Combined run** on the 19<sup>th</sup>. Then in June is our **AGM** on Wednesday evening the 12<sup>th</sup>, followed by the **Auckland/North Shore Combined Rally** on Sunday 30<sup>th</sup> June. Please make a note of these dates now. We would like to see as many as possible attend all of these events please.

If anyone would like some rally tuition or guidance on rally rules and Straight Line Navigation, please ask me or Kevin Lord and we can organise a time to suit.

This **AGM** I will be standing down from the role of chairman as my term comes to an end. (I will still be present on committee for the next 12 months as Immediate Past Chairman).

Please give some thought to taking on a position on committee, all roles open for nomination (and the Nomination Form is on Page 13 of this edition), as new people bring new ideas which would help steer the branch ahead to bigger and better things.

Keep the good work going, and let's see some more club vehicles out on the next club events.

Happy motoring,

Paul



*The green brother of our own Wolseley 6/80 (Ours is Maroon)*

# Can you guess what it is yet?

Name these vehicles!



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


# Club Captain's Report

## Northern Raid

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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

## DeSoto

I'd never heard of DeSoto before one was mentioned at the club a couple of weeks ago. I thought I'd do a little research into the marque. Here's what I found:

DeSoto was founded by Walter Chrysler on August 4, 1928, and introduced for the 1929 model year. The DeSoto logo featured a stylized image of the explorer who led the first European expedition deep into the territory of the modern-day United States (Florida, Georgia, and Alabama), and was the first documented European to have crossed the Mississippi River.

Chrysler wanted to market the brand in competition with its competitors Oldsmobile, Buick, Studebaker, Hudson, and Willys, in the mid-price class. DeSoto served as a lower priced version of Chrysler products.

The inaugural DeSoto model year sales in 1929 totalled 81,065 cars, a first year record in the U.S. that record lasted until the 1960 Ford Falcon. Shortly after DeSoto was introduced, however, Chrysler completed its purchase of the Dodge Brothers, giving the company two mid-priced makes. Initially, the two-make strategy was relatively successful, with DeSoto priced below Dodge models. Despite the economic times, DeSoto sales were relatively healthy, pacing Dodge at around 25,000 units in 1932.

However, in 1933, Chrysler reversed the market positions of the two marques in hopes of boosting Dodge sales. By elevating DeSoto, it received Chrysler's streamlined 1934 Airflow bodies. But, on the shorter DeSoto wheelbase, the design was a disaster and was unpopular with consumers. Unlike Chrysler, which still had more traditional models to fall back on, DeSoto was hobbled by the Airflow design until the 1935 Airstream arrived.

Aside from its Airflow models, DeSoto's 1942 model is probably its second most memorable model from the pre-war years, when the cars were fitted with powered pop-up headlights, a first for a North American mass-production vehicle. (The Cord 810 introduced dashboard hand cranked hidden headlamps in the 1936 model year.) DeSoto marketed the feature as "Air-Foil" lights "Out of Sight Except at Night" (Like our Kiwi!)



1932 De Soto 4-Door Sedan



1935 Airflow Business Coupe



1938 4-Door Sedan



1941 Series S-8 Custom Coupe



1942 DeSoto Convertible

## Focus on the Marque (cont.)

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After wartime restrictions on automotive production were ended, DeSoto returned to civilian car production when it reissued its 1942 models as 1946 models, but without the hidden-headlight feature, and with fender contours extending into the doors, like other Chrysler products of the immediate post-war period.

Until 1952, DeSoto used the Deluxe and Custom model designations. In 1952 DeSoto added the Firedome with its 276-cid Hemi engine. However, in 1953, DeSoto dropped the Deluxe and Custom names and designated its six-cylinder cars the 'Powermaster' and its V8 car remained the 'Firedome'.

At its height, DeSoto's more popular models included the Firesweep, Firedome, and Fireflite. The DeSoto Adventurer, introduced for 1956 as a high-performance hard-top coupe (similar to Chrysler's 300), became a full-range model in 1960.

In 1955, along with all Chrysler models, DeSotos were redesigned with Virgil Exner's "Forward Look." DeSotos sold well through the 1956 model year. That year, for the first and only time in the marque's history, it served as Pace Car at the Indianapolis 500.<sup>[4]</sup> For the 1956 update Exner gave the DeSoto soaring tailfins fitted with triple taillights, and consumers responded by buying record numbers.

The 1957 had a well integrated design, with two variations: the smaller Firesweep body placed on the concurrent Dodge 122-inch wheelbase chassis with Dodge front fenders; and the Firedome and Fireflite (and its halo model Adventurer sub-series), based on the larger 126-inch wheelbase chassis shared with Chrysler, as was conventional in the era. Subsequent years within the typical three-year model block were distinguished by trim, bumper, and other low cost modifications, typically by adding bulk to bumpers and grilles, taillight changes, colour choices, instrumentation and interior design changes and often additional external trim.

The 1958 economic downturn hurt sales of mid-priced makes across the board, and DeSoto sales were 60 percent lower than those of 1957 in what would be DeSoto's worst year since 1938.



*1946 Four-Door*



*1946 Custom Four-Door*



*1956 Firedome Two-Door*



*1959 Firedome 'Sportman'*



*1960 Firedome 'Adventurer'*

Adding further pressure Ford introduced new mid-price competitors for the 1958 model year with the Edsel brand. The DeSoto sales slide continued for 1959 and 1960 (down 40 percent from the already low 1959 figures), and rumours began to circulate DeSoto was going to be discontinued. 1960 was the last year for DeSoto sales in Canada

By the time the 1961 DeSoto was introduced in the fall of 1960, rumours were widespread that Chrysler was moving towards terminating the brand, fuelled by a reduction in model offerings for the 1960 model year. The introduction of the lower priced Newport to the upscale Chrysler brand no doubt hastened the decision to end production of DeSoto, which was very similar in size, styling, price, and standard features.

For 1961, DeSoto lost its series designations entirely, in a move reminiscent of Packard's final line-up. And, like the final Packards, the final DeSoto was of questionable design merit. Again, based on the shorter Chrysler Windsor wheelbase, the DeSoto featured a two-tiered grille (each tier with a different texture) and revised taillights. Only a two-door hardtop and a four-door hardtop were offered. The cars were trimmed similarly to the 1960 Firelite.

The final decision to discontinue DeSoto was announced on November 18, 1960, just forty-seven days after the 1961 models were introduced. At the time, Chrysler warehouses contained several million dollars in 1961 DeSoto parts, so the company ramped up production in order to use up the stock. The last DeSoto rolled off the line on November 30. Chrysler and Plymouth dealers, which had been forced to take possession of DeSotos under the terms of their franchise agreements, received no compensation from Chrysler for their unsold DeSotos at the time of the formal announcement. Making matters worse, Chrysler kept shipping the cars through December, many of which were sold at a loss by dealers eager to be rid of them. After the parts stock was exhausted, a few outstanding customer orders were filled with Chrysler Windsors..



*1961 DeSoto: The final year DeSoto Year Model. A sad story, perhaps predictable in hindsight and characterised by too many brands, market confusion and perhaps a little corporate greed.*

## 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

## Back in the saddle!

### (Or Arnold and Marieke's next cycling adventure)

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As some of you may know, guru of the club's spare parts store, Arnold Van Zon and his partner Marieke are very keen cyclists. They have abandoned these shores in order to take on a marathon cycle trip across the USA from South to North. They are sending back regular updates of their journey. The first few instalments are abridged below.

On the 15th of April we arrived in Havana in the middle of the night from Toronto, there awaiting us was Alexis a lovely Cuban taxi driver with his 1950s' red and white Chevrolet Bel-Air. Following a pleasant overnight B&B we flew to Santiago de Cuba the next day. Alexis did some fast talking to get us on the plane after we had to totally deflate the tyres; personnel on the domestic airport are very particular.

And yes the bikes arrived in Santiago de Cuba in one piece. Arnold assembled the bikes in a shady patch outside the airport and soon we rolled down into town. There began the Spanish education, when I asked for the way to Pico Padre street the lady said do you speak English!!

Pico Padre finished abruptly into a street wide stair case no way to get down so we detoured to get to the BB. A fine dinner on the roof allowed us to relax and view the crumbly rooftops and listen to a nearby church bell ringing. Next day a walk to the harbour and in the centre of town, the shopping street full of people, the shops all small and only selling limited items in each, a guard stands by the door and lets a few people in at the time, after purchase of the items, the items and the receipt gets checked.

WIFI is only available in certain spots, mostly in plazas or parks so everyone who owns a phone sits there and does their thing, as a consequence nobody walks on the street with the phone in front of their eyes, so no collisions.

Then on a sunny day in 34 degrees C we set off at the end of the Island along the eastern coast towards Pilon. First a friendly coast with small farms and villages, people on foot, bike or in horse drawn carts going about their business. The Sierra Maestra, where the Revolution began, on our right. In the villages we passed were many signs with paintings and names of Freedom fighters. Then the scene changed into a very rugged wild place in the rain, the wind rocked up the Caribbean Sea with great force the road in places all but disappeared. Evidence of past hurricanes still present. From Pilon over a 300 metre pass through country full of banana, rice, and sugarcane via Manzanilla, Las Tuans to Camaguey, always staying in BBs with the most interesting people.

The drivers of trucks, buses and cars all giving cyclists plenty of room and they are never passing with oncoming traffic in view, no quick squeeze here, bliss! En-route; no cafe's with lattes or cappuccinos, now and again a cafeteria with a standard meal, beans and rice and maybe pork or chicken, a bit of cucumber and onion and some tomato.

We are spending a tourist day in Camaguey, this city has a historic centre which is a national treasure, many churches and stately Spanish architecture, some buildings are beautifully preserved others rather dilapidated but charming all the same. From Camaguey, we continued to Ciego de Avila along the flat main road flanked by villages some with apartment blocks inspired by Russian architecture. Here and there unruly paddocks with cows, calves and horses all grazing peacefully. Tanker trucks pass but there is no knowing what's in them as they are all unmarked except petrol which says "pelligro". Road signs remind the people that 60 years ago there was the Agricultural revolution, that humility, humanity and modesty are the revolution and "yo soy Revolution" means, I am revolution.

Everywhere people lull around, talking, laughing, waiting and queuing, they queue at government offices, banks, bus stations, shops and bakeries, if the bread is sold out, the last one goes home empty handed. I have not seen anyone wearing traditional dress, however men wear a wide brimmed hats with the sides curved up. Women and young ladies mostly wear very tight stretch pants and tops, uniform for those in state employ are a tan or black colour with a white blouse, very tight ultra miniskirts, showing maximum leg.

Through the city of Sancti Spiritus with a fine history, the buildings vibrantly coloured from deep blue to pinks and yellows. The following day we passed through Trinidad, also with a fine historic centre but much less sophisticated. Then onto La Boca to the little beach where I had a swim. After no more than 15 minutes in this wonderful 29 degree C water my togs had filled up with who knows? sea lice? Unbearable itch so now with a stomach full of welts, is this water paradise so enticing?

In Cienfuegos we spent a day seeing the sights, a much grander centre with huge public buildings a market street full of souvenirs, many small art galleries, one a visual art gallery with fine work to show people that the world full of plastic garbage is one of our greatest challenges.

Here we say 'Adios' for now, we will continue on our ride tomorrow and battle the 30+ degrees.

# Our own baby!

## 1937 Morris 8 'Isis'

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Firstly and in spite of its name there is no interaction or contact with the current 'Isis' terrorist group! Our Morris 8 has a 918cc 8h.p. engine that when new produced 23.5 bhp at 3900 rpm. The car has three forward gears with synchromesh on 2nd and top. When driving though, change slowly, and regard the gears as a crash box, particularly when changing from top to second. Hydraulic brakes are fitted which made the car very popular with motorists at the time of manufacture, as most other similar cars still had cable or rod braking.

The car came to the club from a gentleman in the N.Z. Air Force who unfortunately was diagnosed with a terminal illness before he completed a total meticulous rebuild of the car. In view of the extensive work he had done on the car he wanted it to go to a good home where it would be appreciated, maintained, and driven in a way befitting its age and condition. The club was approached and the car now resides at the club and **is available to all members for use on club outings and club runs.**

The car has a log book which outlines the procedures to be followed which are not onerous. Basically oil and water checks, replacement of petrol used to ensure a full tank for the next driver, washing after use and connection to the battery maintenance unit after use, so the car has a fully charged battery for the next driver. Oh yes, previous drivers note that rear view mirrors have now been fitted to the car taking the excitement out of changing lanes on the motorways.

Work done by the club to date has been replacement of the battery, starter motor, fitting of oil control rings to the motor, which is fully reconditioned, and currently the replacement of the differential oil seals, one in particular, which had been leaking onto the rear brake drum shoes, leading to a full overhaul of all the brakes including the master cylinder.

A great little car which cruises economically at 45 m.p.h. and goes well up hills so long as the revs are high at the bottom before you start to go up. The accompanying photograph is of our Morris 8 with some of its brothers and sisters from the Morris Register at the British and European Car Show at Lloyd Elsemore Park in Pakuranga earlier this year. *(Barry Thomson)*



## 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: .....

Secunder: .....

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: ...../..... /.....



**Wellsford/Warkworth VCC  
Hibiscus Coast Enthusiasts  
North Shore VCC**

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**Triple Combined Rally - Sunday 19th May**

**Joining and Rally Instructions**

Make your way to **Warkworth** as follows: Follow Hibiscus Highway, then continue on **SH1** to Warkworth. On reaching Warkworth turn right at the second set of lights into **Whittaker Road**, then straight ahead into **Neville Street** and turn right into **Warkworth Street**. Next turn left into the **BNZ Rooftop Carpark** - about 50 metres.

**First Leg: (Warkworth and Wellsford VCC)**

**TRIPLE COMBINED RALLY**

**9.15 am:** You will receive your instructions for the Rally here from one of the W/W members.

**9.30 am:** First car away for run to **Hoteo River Carpark**. Toilets and plenty of parking. Pick up instructions for next leg here.

**Sunday, 19th May**

**Triple Combined Rally - Warkworth**

**Second Leg: (Hibiscus Vintage Enthusiast Club)**

**Hoteo River Carpark** to **Wenderholm** for lunch. Instructions for 3rd Leg to be picked up here.

**Third Leg: (North Shore VCC)**

After lunch we drive to North Shore Vintage Car Club Rooms in Masons Road, Albany. Tea and coffee will be available.

**Phone for more details**

Richard Lloyd 0274 832 898

or

Neil Beckenham 021 588 536

## Workshop Updates

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

**The Chev : Tony Sparkes:** The re-wiring continues. We are ordering some hard to get bits from the USA. The seats are upholstered but not fitted. **If anyone knows the whereabouts of the rear light lenses please let us know.**

**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:** The floor strengthening for the seats is now well underway and progressing well. Earlier issues with stiff steering seem to be much better. After investigation and 'Fettling' the steering is much easier. Finally we are going through a paint matching process so that we can do a few 'Touch-Up spots.

**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.** This project is on hold until we free up some space in the workshop. The car is available to view in the club storage shed.

**Coming Soon: Ford V8 Fire Truck .....** Now before you all shout "We've already got one!" this isn't and will not be a club vehicle. We have been asked by the **Auckland Fire Brigade Museum and Historical Society**, if we can do a little (funded) mechanical work on **THEIR** 1940s Flathead V8 Ford Fire Truck. Apparently the brakes need some attention and there's an oil leak towards the back of the motor..... But we've not had a chance to inspect the vehicle yet. We can't start this work until the new shed is available, so don't expect any progress for a few months.

# 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](mailto:Collins.electronics@xtra.co.nz) Mobile: 027 292 2204

## Our new shed:

### Report on our planned five bay 20m x 8m shed by John Higham

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Many of you must be wondering just when this shed will actually happen. Well, it's a long, and pretty sad, tale so far. After approval to proceed was received at the AGM last June, the committee tidied up a few contractual matters between the club and the contractor, and a formal contract was signed 5 July 2018.

The contractor then set about detailed design and lodged for Building Consent 27 July 2018. From then until Building Consent sign off on 14 January 2019 the design documents that were lodged with council must have passed across many, many, council employee desks. And at each one, a different question was asked.

Included in these questions were that we were intending to build over a Watercare sewer. There is indeed a sewer about ten metres below ground at that point, that, with our public spirited grace, we approved some years ago to be horizontally drilled from the subdivision south of us along and parallel to the inside of our boundary with the motorway. After some negotiation Watercare and council agreed that we were unlikely to have any effect on the drain, and future access to it is unlikely to be via an open cut. It should be noted that Watercare were prepared to accept the drain to be installed under the already existing restoration shed. if it was okay then, so it should be okay now.

Following that we received from council a "stop work" notice, and notification that we required Resource Consent as we are in a sensitive area for stormwater into the creek in Oteha Valley. When contested (we were assured we did not require Resource Consent prior to embarking on the project), council agreed that if we were successful in eventually getting Building Consent, they would immediately lift the Section 37 "stop work" notice, which on chasing up later in January 2019, they did do so.

Next issues were a request for a Fire Safety Report on how our shed would impact on spread of fire to neighbours, and egress. We pointed out that neighbouring buildings were some distance away, and that the shed had five roller doors and a personnel door at either end. At the same time a query arose about the discharge of stormwater and that was satisfactorily dealt with, as it was shown on the plans submitted.

These were only the questions that came right back through the contractor to us. They also received other queries which they responded to directly without our involvement. Each and every query came to nothing. It should be noted that council process Building Consents on a time and expense basis, so after all their procrastination, we ended up paying an extraordinary sum, had to research and respond to all manner of questions, and waited a long time for the eventual consent. So much for streamlining Building Consents for standard, modular design, structures.

By this time the contractor had dropped us from their intended program and had to reschedule a new start date. About ready to start, and the contractor asked us about the compaction of the subgrade material that we had levelled the site with. They mistakenly thought it was lime-rock whereas it is recycled crushed concrete. It had compacted well due to heavy machinery and weathering. But they wanted an engineer's appraisal, so we engaged an engineer. The subgrade proved to be great, but the soil beneath it was extremely poor. We advised the contractor of these findings. The contractor in their design had assumed good ground, so had to redesign the foundation and slab edge beam to suit the now known conditions. **And the good news is** ..... the kitset is under fabrication and the contractor proposes to commence the foundations and slab very soon.

Other things will surely arise, but it looks promising that there is going to be some action at last.

*(Editor: Well done to John, who has shown diplomacy, tact and the 'patience of a saint' getting this far!)*

## The Four-Stroke Engine Cycle

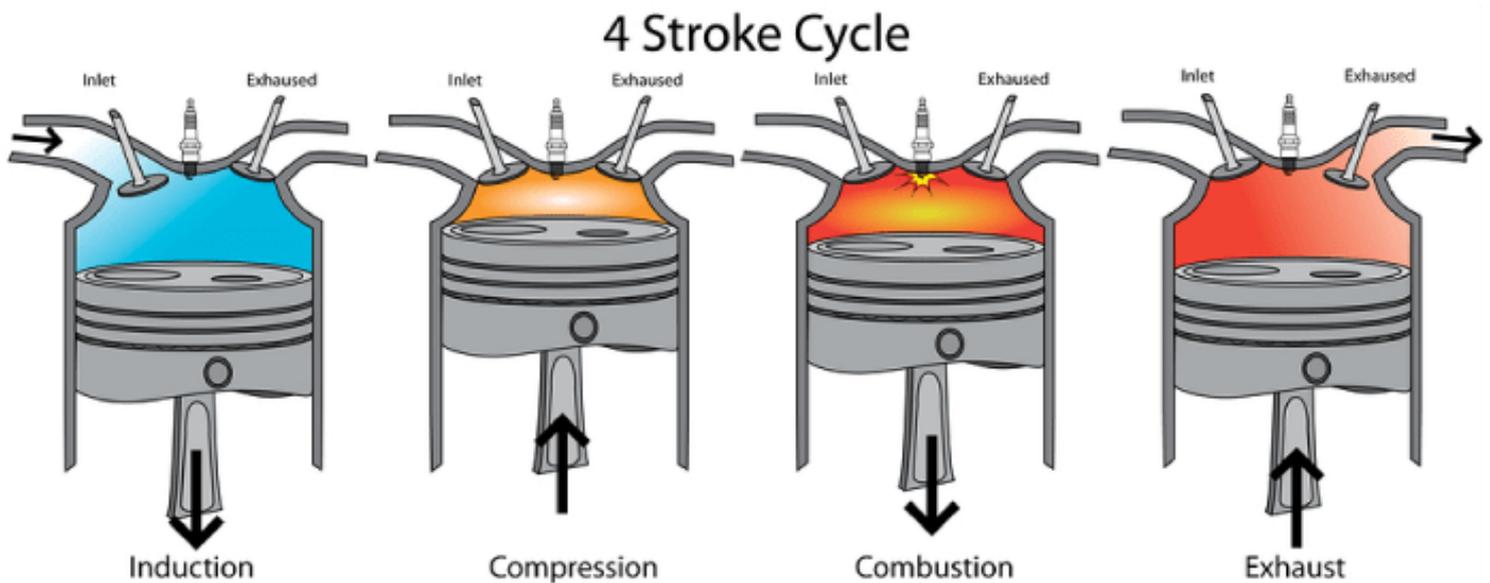
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We have had a very positive response to last month's introduction to Nuts, Bolts and Threads and indeed requests for further basic articles in the same vein. So this week, we'll go right back to basics and explain the operation of a 4-Stroke engine. Some vehicles have diesel engines, electric engines, 2-stroke engines and even the wonderful Wankel rotary engine. At this stage though, we'll just focus on the most common type: the 4-stroke. Towards the end of this article we'll introduce the concepts of ignition timing. There's probably another couple of pages that could be written about ignition timing, but we'll keep that for another edition.

Before we go through and explain the engine and its 'four strokes' let's just introduce two terms: TDC or Top Dead Centre and BDC or Bottom Dead Centre. These are respectively the points where the piston is at the very top of its travel and at the very bottom of its travel.

So referring to the diagram below, let's just look at the four strokes and what happens in each.

**1 - Intake stroke** — The first stroke is called the "intake" stroke. It begins when the piston is at top dead centre (TDC). At this time, the intake valve(s) are open and the piston has just begun moving downward. The pressure differential caused by the downward moving piston and the 14.7 pounds per square inch of ambient atmospheric pressure sucks the air/fuel mixture through the intake tract and into the combustion chamber (cylinder).



**2 - Compression stroke** — The second stroke is known as the "compression" stroke. Once the piston has reached bottom dead centre (BDC) or, in other words, the lowest the piston can go before it begins moving upward again. At this point, both valves are closed. The rising piston reduces the total volume available in the cylinder/combustion chamber. This leads to a rise in pressure inside the cylinder.

**3 - Power (Combustion) stroke** — The third stroke is labelled the "power" stroke. Once the piston has again reached TDC, the power stroke begins. Both valves are closed and the air/fuel mixture is ignited (by the spark plugs). The resultant explosion of gases forces the piston down.

## Four Stroke Engine Cycle (continued)

**4- Exhaust stroke** — The fourth stroke is referred to as the “exhaust” stroke. It begins when the piston has reached BDC. The exhaust valve is open during this stroke. The piston begins moving and forces the exhaust gases out of the cylinder. When the piston reaches TDC, the cycle starts over again at the intake stroke.



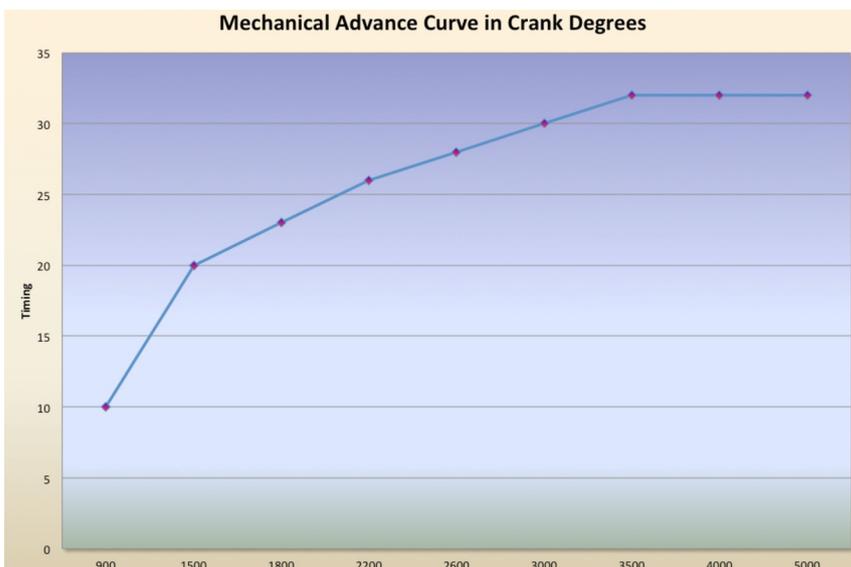
### Ignition Timing

I'm sure that you have heard folks discussing “Setting the Timing”, “Too far advanced” or maybe the “Advance and Retard Curve”. Ignition timing adjustment is all about when to make the spark plug fire. With an engine perhaps doing 3000 revolutions per minute (50 revs per second) and the piston itself travelling up and down at around 9 metres per second, if you wait until the compression stroke is at TDC before initiating the spark, then the piston could be half way back down again before the fuel/air mixture ignites!

The process from telling the spark plug to fire, through to the gases in the cylinder igniting can take a few milliseconds. The trick/objective in tuning the ignition (Setting the Timing) is to initiate the spark firing process so that the gases ignite at the moment they are at maximum pressure. Higher pressure when igniting means a bigger bang. A bigger bang means better performance.

This in effect means launching the spark process when the piston has not yet reached Top Dead Centre. Hence setting the timing of a four stroke engine always refers to a number of degrees (of rotation) Before Top Dead Centre (BTDC). Your car's workshop manual (I hope you all have at LEAST one copy for each of your cars) will give you the recommended ignition timing in terms of a number degrees BTDC.

Now just to add another complication in this process, the faster your engine goes the earlier in the compression stroke you will have to initiate the spark. On older vintage cars the driver had an “Advance/Retard” lever to dynamically set the spark timing as engine speed increased. More modern cars however have an automatic Advance/Retard mechanism built into the distributor that moves the spark trigger point forward as engine speed increased. The automatic advance mechanism is either Mechanical (Centrifugal Force) or Vacuum (Manifold Pressure)... Or Both!



*Basic Advance/Retard Curve, showing ignition timing advancing as engine speed increases. Modern vehicles manage this curve via an onboard computer*

## Dedicated Followers of Fashion

*They seek him here, they seek him there  
His clothes are loud, but never square  
It will make or break him so he's got to buy the best  
'Cos he's a dedicated follower of fashion*

You probably all remember Ray Davies and The Kinks 1960s lyrics but why are they published in Progress?

It started one Thursday when some people from the Heritage New Zealand Highwic House, (built in 1862) came to Mason's Road looking for vintage cars to adorn the Highwic Lawn Party on the very next Sunday. This fortunately meant that later chromium American behemoths were excluded. (Ed: Tsk! Not saying a word!)



*The Austin and Studebaker, "Strut their stuff"*

Two North Shore Cars arrived at Gillies Avenue, one large and splendid white Studebaker tourer, owners David and Sally Lane and the other a genteel British Austin 16/6 Clifton Tourer belonging to Richard and Angela Bampton, which parked beside two Ford Models As and thus raised the tone of the entire gathering.

Having sampled the gin, attended a lecture on pre-war men's fashion, tasted the ice-cream, watched a dancing class, eaten and drunk afternoon tea and walked round the stalls you might have thought there was nothing else to do. But you would be wrong: next was the fashion show, organised by the Metropolitan Club.



Many were the stylish outfits worn by the entrants, both female and male. The judges selected several outstanding ones which were called forward. The competitors were whittled down to three – one couple and one solo. Alas the couple only came second, but they were our very own David and Sally Lane.

Well done you dedicated followers of fashion! (Richard Bampton)



*NSVCC Fashionistas Sally and David Lane*

## TV Documentary Ballantynes store fire in Christchurch in 1947

Progress  
March 2018

Some of our members have recently been involved in the making of a movie for TV. The production company "Screen Time" are creating a ninety minute programme covering the tragic Ballantynes fire of 1947. Forty-one lives were lost in the fire that left an indelible mark on Christchurch.

The production involves combining actual black and white film from 1947 with "recreated" footage using restored vehicles to recreate some parts of the story. It is expected that the production will be screened sometime before Christmas in Sunday Night Theatre on TVNZ-1.

*The harrowing images featured on this page are actual period photographs of the tragedy.*

*(Please continue to the next page for the story of our involvement in the TV production and colour photographs of the filming.)*



# TV Documentary Ballantynes store fire in Christchurch in 1947 (continued)

Progress  
March 2018

A few months ago a request went out to local clubs for pre-1947 vehicles (especially two Fire Trucks). We presented a list of suitable cars within the club and the production company selected their “Stars” to be included. Obviously our Fire Truck was enlisted as was Tony Sparks’ Austin 7, Richard Lloyd’s Buick, Phil Stenger’s Chev, Paul Collins’ Plymouth, Kelvin Hawkes’ Chrysler, Mike Swanton’s Vauxhall, Jim Mowlem’s Morris 8 and Peter Lloyd’s Mercury. Filming took place on a Monday at Auckland Railway Station and on the following Tuesday and Wednesday at MOTAT.



Colour photos by Peter Lloyd &  
Mike Swanton  
(Thanks also to Peter Lloyd for  
writing this report)



*A couple of shots of Leighton Langley's 1937 Austin 'Big' Seven, currently awaiting final restoration in the club garage.*



*Bruce Skinner and his amazing 1933 Pierce Arrow, standing out in the crowd at Smales Farm*

### 1926 Willys Whippet Coach: Help and advice needed

We've received an email from club member John Russell requesting advice, guidance and some telephone support. Hopefully someone can respond to John's message (below):

*Hi, I am restoring a 1926 Willys Whippet Coach and this seems to be taking an age. I have had very little to do with the club due to work commitments but I retired on the 19<sup>th</sup> of December and now have a little more time. Our Whippet is at Mangawhai where I have a reasonable workshop and shed. We live most of our time at Castor Bay. We have been and will be doing a bit of travel this year so time working on the Whippet will continue to be limited.*

*What would help me is to have the assistance of a person who I can refer to for my restoration. Someone with experience in restoration of a vehicle of a similar age. Someone I can phone or send a photo and ask for an opinion on how to proceed. It would be good to get the Whippet in running order so we can participate in the outings listed below. Perhaps the club could run a number of sessions on how to restore a vintage car, side valve engines etc?*

*Thanks John Russell [jmwruss@xtra.co.nz](mailto:jmwruss@xtra.co.nz)*

# About Us



Club Address: 40 Masons Rd, Albany, 0632

Phone: 09-4792779: email: [northshorevcc@gmail.com](mailto:northshorevcc@gmail.com)

Website: [www.vintagecarclub-northshore.co.nz](http://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'

## 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

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