



North Shore
Vintage Car Club

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Progress:

The monthly journal of the
North Shore Vintage Car Club
December 2021



Well it looks like we are back up and running under the Covid Protection Framework (Traffic Light System) and thus far (1 x Picnic and 2 Club Days) it's gone well. I was at the club today (Tuesday 7th December) and we had all the shed doors open and thus were effectively outdoors. I think we are going to be a little more careful with safe distancing especially without masks. Gone are the days of four chaps leaning over and engine panting and sweating as we re-fit an engine. We are going to have to keep quite disciplined as we strive to resume club activities in a reasonable but safe manner. Gentle sermon over ;-)

As the sheds were pretty empty this morning I had chance to wander around and look at our fantastic restoration projects, all at varying stages of completion. I did however start to wonder what we might do with all of these projects when they are completed. We actually have nine project vehicles and I wondered, where we might store all those, whilst at the same time leaving space to start more project restorations. With the Bus, Fire Engine, the new hoist, "Members Bay" and the new woodworking bay, our new shed is pretty much full. So when we complete the rest of our projects, where will we store the Bedford, the Wolseley, the BSA, the Chevrolet Taxi, the Morris 8, the Lanchester and the Fire Pump? Do we keep them all? Do we build another shed? Do we forego our members' garaging space (and revenue)? No easy, quick answers to this problem, but we do need to start thinking about the situation sooner rather than later. I'd love to hear your thoughts on this subject.

Once again I must thank contributors to this edition, We have an epic article and a professional book review as well as many of our usual features. Keep-em coming!

Stuart Battersby
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In this edition:

- * **Chairman's Report:** On the mend and welcome back.
- * **Book Review:** Michael Dorbeck reviews the tale of a bunch of crazy students.
- * **Free at last:** First event for 15 weeks and a huge turnout.
- * **Gas producers:** Epic article by John Duncan and team.
- * **What's on:** To be honest this is a mess with more 'offs' than 'ons'.
- * **Bits and Pieces:** More photos and trivia from around the country.
- * **Focus on the marque:** Franklin, the air-cooled wonders.
- * **Some relaxing of rules:** on Driving licence upgrades.

*The Focus on the marque this month is the Franklin.
Shown here is a 1919 Franklin 9-B Tourer.*



Chairman's Report: Tony Sparkes

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Good news, at the moment. We will be having our Christmas picnic, weather permitting, on Sunday and opening the club next week. These will be at the Red light setting. Given the likely numbers coming, vaccinated people only please.

John Higham and his team are continuing to keep the club grounds tidy for our return. And Owen Sturgess was there on Friday with paint brush in hand. A personal thanks to Brian Bissett for his Uber service to me so I could get down to the club for a while.

Many thanks to Peter and Heather Lloyd for hosting our picnic on Sunday. We had a good turn out and everyone had a pleasant afternoon.

This is the last newsletter for the wonderful 2021. Let us hope that 2022 is a bit more settled. I wish you and yours a happy and safe Christmas and New Year.

Look after yourselves and others.

Enjoy your cars and the fellowship in our club.

Tony Sparkes

Chairman

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NOTE: with effect from January 1st 2022 Tony's email address will change to :

29tony66@gmail.com



Tony Sparkes welcomes everyone back on "Unlockdown" Thursday

Motoring Memories from the library of Hans

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Dorbeck: Michael Dorbeck Book Review

Title: First Overland. **Author:** Tim Slessor. **Published by:** Harrop, 1957

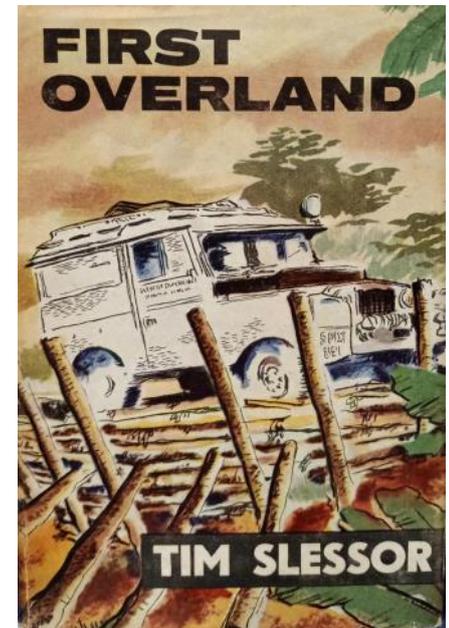
In 1956, a group of 6 itinerant British Subjects (a.k.a. nutcases) embarked upon a jaunt from London to Singapore. Known as the Oxford and Cambridge Far Eastern Expedition, two Series I short wheelbase Land Rovers (One named 'Oxford' and the other 'Cambridge') made the trip. Never before had automotive vehicles made the trip from London to Singapore overland (except for the English Channel, previously they all took a boat from India to Singapore, Thailand or Malaya).

The two vehicles clocked up some 32,300 miles on the expedition. What set this expedition apart from others was the trip on the road from Ledo to Myitkyina in Burma. The Stillwell Road had been formed by the American Forces in WWII, but had been neglected and was regarded as being impassable.

A majority of the book is written by Tim Slessor, but later and different chapters are written by various members of the expedition. It is a well written and easy to read book, giving enough detail of the expedition without getting too bogged down in detail such that the reader gets bored.

The European part of the trip is covered in very general terms, with the real essence of the trip starting from arrival in Turkey (via Yugoslavia and Greece). From there, the journey went through Syria, Iraq, Persia (now Iran), Afghanistan, Pakistan and India. An administrative team in London spent their lives planning the forward parts of the expedition. Even when they arrived in India, there was no certainty that they could enter Burma, let alone drive the Stillwell Road.

The authors write about a manner of travel completely foreign to modern times. But some of the situations encountered are little different to travel in the 2000s – i.e. border control, border agents and general bureaucracy. The book details many encounters with bewildered locals as well as many geological and historical monuments and access to areas few modern travellers will have seen.



Book Cover.



The route.

Of course there are references to a number of mechanical services carried out, hunting for fuel supplies, forced route changes to avoid conflagrations and constant fear of bandit groups.

The most treacherous part of the journey was across the Stillwell Road, from Ledo in Burma. Once they arrived in India, they managed to establish that the road did still exist, although was very overgrown and with frequent washouts. But no vehicles had passed over the road in the 12 years post WWII. So although the road existed, the expedition was not confident they would be able to drive through to Myitkyina where they could join the frequent convoys south to Thailand. But they did hear that a trail was passable (by elephants), so “what-ho old chaps, lets give it a go”.



“Pass with care!”

Once across The Stillwell Road, they joined armed southbound convoys. There were frequent attacks on the convoys by militants left stranded after WWII, but they made it through.

There are many light-hearted recollections of encounters with local warlords, British expats and others. One was a Burmese warlord who had been educated in England and loved the game of cricket. Enough that he held a series of games each year, but he had introduced a few new rules to the game. The funniest was that as soon as a batter comes onto the field, he is awarded 2 ‘runs’ – thus no batter can even be out for a duck.

There were quite a few major services and mechanical issues the vehicles had on the trip, which I guess would be pretty normal in such a long journey of hard driving. But, apart from the frequent broken springs and shock absorbers the vehicles came through with surprisingly few issues. They had one accident which could have been disastrous when a fully fuelled vehicle spun and rolled onto its roof. Fire was averted and they were about to start winching the car back onto its wheels when a bus of locals arrived, stopped and all got out to manually roll the car back onto its wheels – much faster than the winch. The ‘Landy’ started easily and off they drove to Bangkok. The trip south of the Stillwell Road was almost a comedy, with the details of the encounters with the military vehicles forming the armed guard for the convoys. The Expedition mechanics repaired many of the military vehicles, just to get them through the road. Brakes are apparently not necessary on steep hill sections in Burma and steering is for ‘sissies’.

There were many departures from the normal route, to see various attractions such as the Nairn bus route in Iraq, Shiraz, Persepolis, Kathmandu and Darjeeling. The expedition conducted scientific contract work in the Thal Desert Irrigation Project.

A Kiwi connection came through the Nairn Bus trip. A couple of Kiwi ran a bus route through the desert between Damascus and Ramadi. It was a treacherous route because of the desert sands and the frequency of bandit ambushes. The brothers started the formal route after winning a bet to get a passenger to Damascus within a specific timeframe. They had special articulated buses built for the route. There are various interesting YouTube clips on the route, which is quite amazing to watch.

At the end of the trip Cambridge was destroyed, and Oxford disappeared. But, in 2017 Oxford was located on a South-Atlantic Island of Saint Helena and returned to the UK for refurbishment. Its original number plate was restored to the vehicle and it passed its MOT first time. The vehicle was donated to the remaining expedition members for one last adventure (The Last Overland Expedition) to drive a 64 year old Land Rover from Singapore to London. A film was made of the original trip, and the Last Overland Expedition will no doubt be documented on film. More information is available on the Land Rover website.

Would I recommend the book – yep, certainly. An easy read, well written, short on photos but a well documented travel guide showing the trials and tribulations of a momentous journey. A manner of motoring unknown in modern times but most enjoyable to read.



The team, the vehicles and supplies.

Freedom Picnic: After 15 plus weeks we get together again.

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Just photographs with very few words. Just great to be out again having some fun.



Freedom Picnic: cont.

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Overall I counted 36 folks at the picnic. The majority came along in their qualifying vehicles, but many including David Lane came in modern vehicles. Looking at David's sleek MX5 Targa, I wasn't really surprised to see a sign in the back screen saying,

"NO Hairdressing scissors or curling tongs are kept in this vehicle overnight".

(Lovely car though David. I think the association with Hairdressing is quite unfounded!)

Memories of a wartime gas producer: an article by John Duncan and friends.

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Petrol rationing was introduced in Australia in July, 1940, with an allowance sufficient for 40 miles per week for private motorists. As a nine-year old Australian I remember seeing on the streets of Melbourne a few cars with strange attachments welded on to them. These were charcoal gas producers designed and built by backyard mechanics. Obviously they worked and I thought this was a marvellous thing. In a short time a few companies were selling them and my dad, whose engineering company was associated with the motor industry, designed and built a unit for our 1936 Ford V8 sedan. I thought it was a wonderful invention and very soon I was given the job of firing it up each morning and starting the car, ready for Dad to drive to the works. (It was a more prestigious chore than feeding the chickens and putting out the garbage.)



Melbourne 1942.

This article is about my memories of those days and it also gives some thoughts about how such a device could be built to demonstrate how our fathers and grandfathers responded to the wartime challenge. It is by no means a complete set of instructions: if you plan to build one, more research is necessary, but perhaps it might whet the appetite of some member to have a go. There is a lot to be said for building a gas producer for an old vehicle now while there are some memories and possibly some relics of producers to be found.



Gas Producer fitted to a Ford Model A.

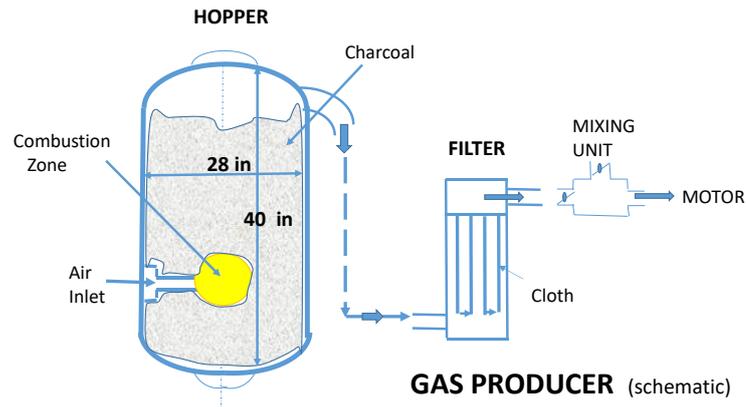
If you do a little research on the subject you will find that there are two kinds of gas producers – wood burners and charcoal fired. In Australia I believe all the producers on the roads were charcoal producers as there was an ample supply of old red gum logs that made excellent charcoal. The producer shown on the Model A is possibly a wood burner as they require a larger hopper, which is seen mounted at the back of the car, and a condenser to remove water vapour and volatiles which in this instance is mounted in front of the radiator. Alongside the condenser is probably a filter to catch fine ash and soot. In Australia some advertisements for charcoal producers do show a cooler/condenser unit. This was not necessary provided the charcoal was good quality and also dry.

Memories of a wartime gas producer: cont.

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The basic units of a charcoal gas producer are shown in the sketch below. This is not to scale and the dimensions given are taken from memory.

For a light utility, or a typical American sedan, the hopper was either rectangular or cylindrical, roughly 28 in across and 40 in high (700 mm x 1 m) and welded from 1/8 in (3 mm) steel plate. Openings, top and bottom, are shown and it is essential that these are airtight.



About one-quarter of the height up from the bottom

is the air inlet nozzle. This was a between 1.5 – 2.5 in (40-60 mm) internal dia. in my dad's unit and was an iron casting. Unfortunately the end tended to melt allowing the combustion zone to come too close to the sidewall. I remember a trip when the air nozzle had become a bit short and Dad was worried about burning a hole in the hopper. By the time we got home, an area on the side of the hopper was glowing a dull red – but we made it!

Later, ceramic nozzles were developed that did not melt and today people who develop equipment for inert gas welding may be able to help with this critical item. The combustion zone has to be small, 8 in (200 mm) diameter, and intense: the minimum temperature to generate the gas is an orange to yellow heat, 1,200 deg. C (2,400 F): the higher the temperature the better is gas generation. Air is drawn through the air nozzle by the engine suction, the gas being drawn off at the top of



The Model A again.

The motion of the car along the road is sufficient to shake the charcoal into the combustion zone and it is clear that most of the charcoal in the hopper acts as insulation to prevent the sidewalls overheating. The whole system was grossly inefficient thermally, less than 20%, but it was a trade-off between carting stuff around that might improve efficiency and going with simplicity. (My dad always favoured the latter.)

The hopper in the diagram is an updraft type with the gas delivery at the top. The temperature is high, 800 deg,C, and the gas delivery pipe needs to be about 3 in (75 mm) diameter.

As mentioned, some units had gas coolers but in our unit the pipe delivering gas to the filter and the engine was long enough to cool the gas and the pipe could be reduced to 2" dia. into the filter. The filter was a steel box about 15 in (400 mm) square let into the front mudguard. Inside, felt bags were stretched over metal frames and collected the soot and ash. An alternative way to build a filter would be to make up a number of wire mesh cylinders about 2 ½ in (65 mm) diameter and 30 in (750 mm) long, cover these with cloth "socks" and put them into a steel box as shown. The cloth would collect the fine solids and the filtered gas could be drawn out of the centre of the socks and led to the engine.

The filter outlet led to a mixing unit which I believe was mounted on the engine inlet manifold. This had a butterfly valve to admit air for engine combustion (a richness control) and another to control the flow of gas, basically a throttle valve. I am not sure of the details and the carburettor may have been attached directly to this mixing unit. A bit more research would sort this out.

The science behind the whole operation can be briefly stated. If you burn charcoal, which is very nearly pure carbon, in air carbon dioxide is produced; this is not a fuel. If, however, the charcoal is burnt at a high temperature, nearly a white heat, and with restricted air, carbon monoxide is generated.

For those who remember their high school chemistry, the reaction is that two atoms of carbon combine with a molecule of oxygen to give two molecules of carbon monoxide:



Carbon monoxide is a fuel and if you were still awake during the chemistry class you may have heard that it burns with "a blue lambent" flame, which does not help much unless you look up lambent and find that it means gentle and shimmering. Gentle is an appropriate word for carbon monoxide because it is rather a weak fuel compared with petrol, although it is a highly poisonous gas. Compared with petrol it is not an ideal fuel, but there was no petrol and it was very much better than putting your vehicle on blocks "for the duration".



Airtight lid required.



The wood-burner required a condenser.

Memories of a wartime gas producer:

contd.

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The makeup of producer gas varied widely but it was approximately 50% nitrogen from the incoming air, 25% carbon monoxide and the remainder unwanted gases; there was a refinement developed in which a small amount of water was introduced into the combustion zone to give useful hydrogen resulting from the so-called “water gas” reaction. When the producer gas finally reached the engine it was mixed with air and the carbon monoxide burnt giving some energy to run the car and carbon dioxide which went out the the pipe.

To fire up the producer at home, the first rule is that the car is either in the open air or that all the doors, large and small, in the garage are open. As mentioned, carbon monoxide is a poisonous gas as is the exhaust from a petrol engine and we know that you never run a car in a closed space. At home, we had an old vacuum cleaner to provide suction. The hose between the filter and the engine was pulled off and the vacuum cleaner hose attached to the filter. This drew air through the hopper. A sheet of newspaper was scrunched up and put in the air nozzle and lit. Very soon the charcoal began to burn and after about 5 minutes, gas was being generated. At this point, the vacuum hose was pulled off and the hose to the engine re-connected. All being well, the engine would now start on gas. If not, one could open the petrol valve a little and start on petrol but this was considered a bit like underarm bowling. It was a point of pride not to use any petrol and my dad often went for weeks without using even a sniff. Once the fire had been started in the hopper, it could be kept alight all day. There was a certain protocol involved. When you parked the car, you would open the top lid of the hopper all the way and stand back. Air from outside would mix with the gas in the hopper and there would be a woosh of flame out of the hopper. You then almost closed the lid, propping it open a little so that a natural draft would keep the fire burning. It was, in fact, part of the Motor Vehicles Act that you had to flare off the hopper in this way before leaving the vehicle. Mother thought that creating this mini volcanic eruption in the main street of the city was a little undignified and she always carried a clothes-peg and instead of opening the lid fully, she would just lift the lid a little and prop it open with the peg. The problem was that from time to time you still got the sudden woosh of flame and instead of going up vertically in a harmless way, the flame would squirt out sideways. Throughout the war, my poor mother had no eyebrows and from time to time the front of her hair-do was slightly singed.

Driving on gas was much the same as on petrol, but slower: engine power on gas was probably only two-thirds or a half of that on petrol. Charcoal came in large sacks about twice the size of a garbage bag. A typical hopper would take about one and a half bags. Quality was most important and Australia had old, dry red gum logs available that made excellent charcoal. These were burnt in steel-lined pits arranged so that the air could be sealed off after the volatiles had been burnt off.

Good charcoal was clean, strong and almost rang like metal when tapped. The farming cockies in Australia quickly learned that you could produce your own charcoal in a 44 gallon drum. You filled this with dry wood and when it was burning strongly, you sealed the drum with mud and let the heat carbonise the wood for about 24 hours.

It was important to keep the hopper clean and before you tipped in a new bag of charcoal, you would poke down the old and remove any ash from the combustion zone. We also had long steel tongs to fish out any clinkers, these were like pieces of volcanic larva and interfered with gas generation. If the bottom was opened to clean out the ash thoroughly, being frugal people we used a garden sieve to recover good charcoal and put it back in the hopper. A bag of charcoal was good for about 50 miles, plus or minus depending on conditions. The filter had to be opened up every 150 to 200 miles and the soot brushed off the cloth bags using a long bristle brush. Engine oil changes were about normal, remembering that in those days one changed the oil much more frequently than with modern engines. Wear and tear on the engine was probably less than with petrol. People said that the ash in the gas would wear the cylinder bores, but I don't think it did if the filter was kept clean and good quality charcoal used.

We had about four years and many miles running out of our producer and at the end of the war, the engine was in good shape. Dad put an extra leaf in the rear spring as the hopper was mounted on the back. A complete unit added 300 to 400 pounds weight to the vehicle and in the pictures at the start of this article, the car does look as though it had squatted down a bit on its springs. (Being a Ford, there were only two springs, one at the front and one at the back, so adding an extra leaf was easy.) The only part that sustained extra duty was second gear as performance on hills was not great, but, going through the hills, we relieved the boredom with lots of quizzes and "I spy" games. Magpies were counted as they were bad luck, but white horses were very good luck.

As with anything mechanical, there are risks to be considered, but I don't remember any accidents with gas producers. As the gas, which certainly is poisonous, is generated by suction from the engine it is never above atmospheric pressure. It is hard to see how it could be pumped into the vehicle. Later on, battery operated blowers (actually suckers) were available to start the unit away from the home vacuum cleaner and these were only operated out-of-doors. Producers were also fitted on trucks as shown in the photo and one had to be careful that the load was not stacked in contact with the hopper. The works built a producer for their big truck and on one occasion when we picked up a load of fire wood, we did have a small fire in a few logs stacked too close to the hopper, but fortunately water from a convenient puddle was enough to put it out. Usually a cage was built around the hopper to prevent trouble. Common sense dictated that one did not garage the vehicle alongside flammable liquids and the like. It was recommended that one 'flared off' the hopper before putting the car into the garage.

This article is about wartime gas producers in Australia, but there was genuine interest in the development of gas producers developed just after the First World War in Europe. This probably arose because they were much cheaper to run than petrol vehicles. In the 1920's Georges Imbert, a German Engineer developed a wood generator for mobile use. From the 1930's on Imbert's generator was mass produced. By 1939 there were about 9000 wood gas vehicles in use, almost all exclusively in Europe and even more surprisingly as a consequence of the shortage of fossil fuels, in Germany alone, about 50,000 wood gas vehicles were in use by the end of the war.

More surprising, a network of some 3,000 fuel stations were set up in Europe where drivers could stock up on firewood. Not only private cars, but also trucks, buses, tractors, motorcycles, ships and trains were equipped with wood gasification units.

During the Second World War some small towns in rural Australia used wood gas generators to generate electricity. These towns probably had internal combustion engines driving the town generator and the gas producer was a means of conserving petrol or diesel.

As you will have seen from the photos accompanying this article the 'gas producers' were not-so-elegant looking, and this is probably an under-statement, but no doubt in this day and age the design could be greatly improved upon. Gas producers probably produce more carbon dioxide into the atmosphere per horse power hour than liquid fuels but less noxious gases such as nitrous oxides. On the other hand, they use waste wood that would likely be burnt anyway, so environmentally there is possibly a benefit. Comparisons will inevitably be made with electric powered cars, but the fact is that you can tip a bag of charcoal into a hopper much more quickly than you can charge the batteries.

In writing this article, inevitably I remember the frightening days in the 1940s when the Japanese forces were rapidly advancing southward, when Darwin was bombed and small submarines entered Sydney Harbour. I was too young to understand fully the dangers that existed, but I do remember the tension our parents experienced. On top of this was the sudden lack of petrol for private use.



Metallic grey gas producer behind the cab on this truck.

The country did not come to a standstill; a few people found a way to keep cars running. After the war, supplies of most things resumed and we have all grown used to having everything we need. Most people believe that petrol will always be available and the NZ government seems likely to close down our only petrol refinery on financial grounds regardless of prudent strategic considerations. New Zealanders need to think a little more about coping with conditions should our shipping links be interrupted, as they might well be.

If the international situation really became bad and petrol did not come to our shores, there are enough capable New Zealanders to find a way through the difficulties, but it would not happen overnight. We have plenty of wood (and gigantic and shameful piles of wood chips) that somehow could be used to keep transport going. We would have some relief from electric vehicles, but there would be many calls on the country's electricity generating capacity and we still rely on overseas supply and technology for batteries and their maintenance. Alternative means of gas generation from wood fuel could be vitally important and achieving this would be helped if the technology was kept alive and if people saw how our fathers and grandfathers reacted to the situation in 1941.

It might be a valuable exercise and it certainly would be fun, to revive a 1940s gas producer for people to see and think about. Would it be a suitable club project? Probably it is a bit ambitious and outside the range of things taken on by the club. It would be a great private project for a few members.

Acknowledgements: Many thanks to Richard Bampton, Brian Bisset, John Higham and Randal Lockie for their help with this article.

Gas producer on a modern car.

Is this the way forward?



Upcoming Events: Unfortunately everything is up in the air at present... because of you know what.

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Please drop us a note if you know of an event that might be of interest to our members. Remember that **North Shore Branch events are in RED**, whilst other branch and private events are in our usual blue font. Obviously all these events are subject to Covid postponements.

Holiday Shutdown dates: The club will close at 12.30pm on Thursday 16th December and will re-open again on the morning of Thursday 6th January.

January

January 2 2022: Combined run with The Vintage Austin Register. Date to be confirmed with a club email shortly

8.00 start from FALLOON'S CORNER (Junction Dairy Flat Highway and Kahikatea Flat Road). Instead of our usual Warkworth Picnic, we will again go north, but will visit the Kauri Museum at Matakoho. There is a lot to see – it is an amazing museum. Breakfast stop in Wellsford.

It will be good to meet up, not only with our northern North Harbour VCC members, but we hope that many Northland VAR members (and lesser marques) will be able to join us. Lunch at the Kauri Museum; bring a picnic, or eat at the nearby Café. Vaccination Certificates Required.

IF YOU ARE THINKING OF ATTENDING PLEASE ADVISE RICHARD BAMPTON ON 09-947-3042

January 16-22 2022: Vero International Festival: New Plymouth.

February

February 11-13 Canterbury Branch Swap Meet: Macleans Island

Note that the **Brits at the Beach** event on the same weekend IS NOW CANCELLED

March

It's going to have to be a "Watch this space" situation at present. Hopefully when we get together over the next few weeks, we can pull some activities and events together. Ideas and suggestions welcomed at any time.

Regular Diary

Committee Meetings: Last Monday of every month, 7.30pm.

Tuesday Mornings: Restoration shed open. Coffee and tea around 10 - ish.

Wednesday Evenings: Club night. Coffee, tea and banter.

Thursday Mornings: All sheds open. Why not come along and explore the parts shed? Fantastic experience, even if you don't need any bits! Coffee, tea, cakes and savouries at 10.30am.

The club will now be opening under the current Covid Protection Framework (Traffic Light System) Guidelines. Vaccine Passes are required for all club activities and events.

Bits and pieces: What was that old Vauxhall?

And others

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In last month's edition I featured this photo taken in Christchurch in the 1950s. Thanks so much to Mike Swanton for calling upon the combined knowledge of the NZ and UK Vauxhall Clubs and came up with no answer! However in their defence it would appear that this is an Australian built Vauxhall. John Newell from the National Club Facebook Group came down to one of two possibilities.

"The scuttle appears to be at the normal spacing compared to the bonnet length that Velox bodied 30-98s have. And in proportion to the wheelbase. The flutes in my opinion are a dead give-away for it being a Vauxhall, as are the shape of the front dumb-irons. At the rear of the bonnet you can see the valance covering the steering box. This makes it either an OD 23-60, or an OE 30-98. The earlier D & E Types were different in the steering box covering. "



You've got to love an old van!

These two "Snub-Nose" Morris Cowley vans were spotted at a Christmas get together near Patea last weekend. Nice pair owned by a father and son team.



Left:

Your editor still sporting a Lock-down hair style.

Much admired by Jim Drummond I might add.



Interesting Jerry-can modification.

Christchurch Swap Meet: John Castle reminder

I realise it is too late for your latest edition but you might like to include in the next.

Christchurch Swap Meet (VCC) at McLean's Island having been postponed twice and now third time lucky is Scheduled for 11,12 & 13th February.

A group of us (Ford people) from the Club are rebooked to go and we have a site.

When the young mechanics ask you how you did tuning before laptops, show them this!



Pretty certain that I can spot Ray Urbahn, Jim Drummond and Jim Woonton in this photo, but who is that chap nearest the camera?

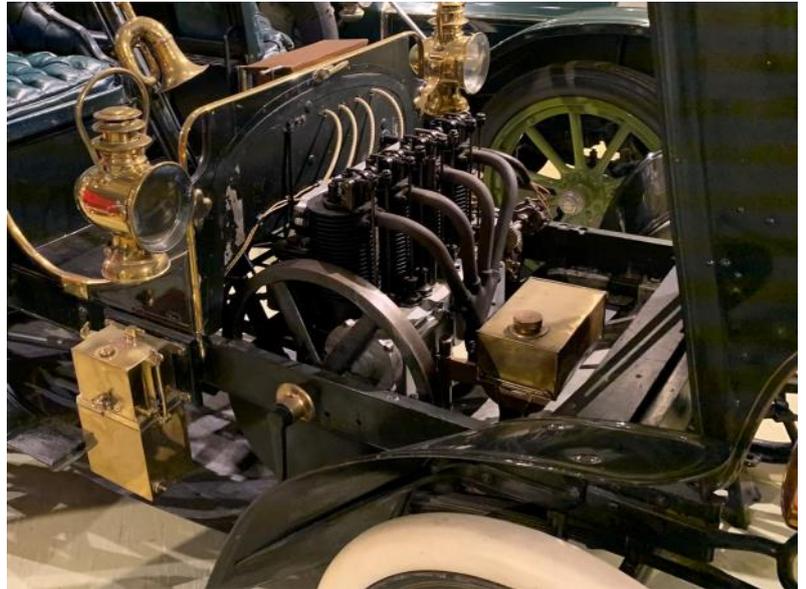
(Christmas joke. Apologies in advance)

Introduction: The Franklin Automobile Company was a marketer of automobiles in the United States between 1902 and 1934 based in Syracuse, New York. Herbert Franklin, the founder, began his career in the metal die casting business before establishing his automobile enterprise. Controlled by Herbert Franklin it had very few other significant shareholders. Franklin bought its vehicles from the H. H. Franklin Manufacturing Company which was only moderately profitable and frequently missed dividends on common stock.

The two major characteristics of their automobiles were their air-cooled engines and in the early years their lightness and responsiveness when compared with other luxury cars.

The Franklin companies suffered financial collapse in April 1934. Aside from his consequent retirement CEO Herbert Franklin's lifestyle was unaffected.

Franklin innovation: All Franklin cars were air-cooled, which the company considered simpler and more reliable than water cooling. The company also considered light weight to be critical in making a well-performing car given the limited power of the engines then available. Most Franklins were wood-framed, though the very first used an angle iron frame (1902) and, beginning in 1928, the heavier cars adopted a conventional pressed-steel frame. Lightweight aluminium was used in quantity, to the extent that Franklin was reckoned to be the largest user of aluminium in the world in the early years of the company. The transverse-mounted, vertical straight-four engine, producing 10 hp, was mounted at the front of the car. A 2-speed planetary transmission was fitted. The car weighed 499 kg. List price was US\$1300. By contrast, the Ford Model F in 1905 was priced at \$2,000, the FAL was US\$1750, a Cole 30 or Colt Runabout was US\$1500, the Ford Model S \$700, the high-volume Oldsmobile Runabout US\$650, Western's Gale Model A US\$500, the Black could be as low as \$375, and the Success hit the amazingly low US\$250.



1905 Franklin 4 Cylinder Air-cooled Engine.



1904 Franklin

Franklin cars were technological leaders, first with six cylinders (by 1905) and automatic spark advance, in 1907. Demonstrating reliability, L.L. Whitman drove a Franklin from New York City to San Francisco in 1906 in 15 days 2 hours 15 minutes, a new record. Franklin were undisputed leaders in air-cooled cars at a time when virtually every other manufacturer had adopted water cooling as cheaper and easier to manufacture. Before the invention of antifreeze, the air-cooled car had a huge advantage in cold weather, and Franklins were popular among people such as doctors, who needed an all-weather machine.



1907 Franklin Model D Roadster

The limitation of air-cooling was the size of the cylinder bore and the available area for the valves, which limited the power output of the earlier Franklins. By 1921, a change in cooling, moving the fan from sucking hot air to blowing cool air, led the way to the gradual increase in power.



1919 Franklin 9-B Tourer

Franklins were often rather odd-looking cars, although some were distinctly handsome with Renault-style hoods. Starting in 1925, at the demand of dealers, Franklins were redesigned to look like conventional cars sporting a massive nickel-plated "dummy radiator" which served as an air intake and was called a "hood-front". This design by J. Frank DeCausse enabled the Franklin to employ classic styling. The same year, Franklin introduced the boat-tail to car design.



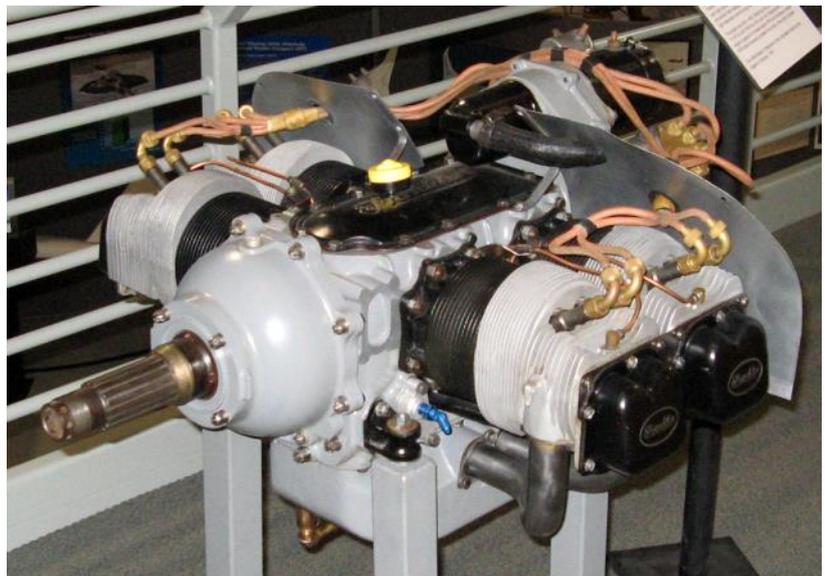
*1925 Franklin Sport Runabout.
Redesigned to incorporate a "Faux-Radiator"*

Improved engine design: In 1930 Franklin introduced a new type of engine which ultimately produced 100 horsepower, with one of the highest power-to-weight ratios of the time. In 1932, in response to competition amongst luxury car makers, Franklin brought out a twelve-cylinder engine. Air cooled with a 6.5 Litre engine. It developed 150 hp. It was designed to be installed in a lightweight chassis, but the car became a 2,700 kg behemoth when Franklin engineers were overruled by management sent in from banks to recover bad loans. Although attractive, the Twelve did not have the ride and handling characteristics of its forebears. Unfortunately, this was simply the wrong vehicle to be building after the crash of 1929 and the Great Depression that followed. The cars sold poorly and came nowhere near to recouping the company's investment. The company declared bankruptcy in 1934.



1930 Franklin 145 Sedan

Car production did not survive, but the name and assets were sold and production of air-cooled engines for commercial and aircraft use was continued by Aircooled Motors of Syracuse. This company was bought after World War II by Preston Tucker. The flat-six engines were fitted with water-cooling jackets and used in the short lived Tucker automobile. The company was sold again after Tucker was disbanded.



1940 Franklin O-200 4-Cylinder Aircraft engine

Franklin engines powered numerous light planes (thanks to their light weight) as well as most early American-built helicopters. Air-cooled Motors, the last company to manufacture air-cooled engines under the Franklin name, declared bankruptcy in 1975 and its designs were sold to the Polish government. Engines based on these designs are still in production.



1943 Interstate L6-A powered by the O-200

No rush to upgrade your driving licence: Extensions to Learner and Restricted licence.

“Waka Kotahi consulted between 13 September and 8 October 2021 on proposals to remove the:

- 5-year time limit for learner and restricted driver licences
- 90-day restriction on licence renewal
- requirement for the licence holder to re-sit and pass a theory test to renew their licence.

We want to thank you for your contribution to the consultation. Your feedback and insights have assisted our understanding of the impacts of the Rule on learner and restricted driver licence holders and the licensing system.

A total of 554 submissions were received and the *Land Transport Rule (Driver Licensing) Amendment Rule (No 2) 2021* has been approved by the Minister of Transport and comes into force on **1 December 2021**.

The Amendment Rule makes licences valid for 10 years and will allow drivers to gain the skills and confidence to progress to the next licence stage at their own pace or stay at their stage if they choose to.

It also removes barriers to progression through the driver licensing system by making licensing more accessible and removing cost, stress and anxiety from learner and restricted licenced drivers wanting to stay at their stage of licence.

These changes will also help alleviate pressure on the driver licensing system that has a substantial backlog of licence renewals due to COVID restrictions and is expecting approximately 3,000-5,000 licence holders a month to apply to have their learner or restricted licence renewed between now and late 2023.”



About Us

Progress
December 2021

Club Address: 40 Masons Rd, Albany, 0632

Phone: 09-4792779: **email:** northshorevcc@gmail.com

Website: www.vintagecarclub-northshore.co.nz

Club Nights: Every Wednesday from 7.30pm.

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

Committee Meetings: Last Monday of the month, 7.30pm .

Club Runs: Normally 12.30-1pm start, 3rd Sun. of month. Always check the 'Upcoming events'.

VERO Branch Reference Number: HO0300144 (Quoting this number when renewing your insurance gives a small commission back to the club).

Club Committee

Chairman: Tony Sparkes 09-473-5872 or 027-499-5588

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

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

Club Delegate: Stuart Battersby 022-471-2759

GENERAL COMMITTEE Members:

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

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

Mike Swanton: 09 426 0011

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

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