

HB British & European Car Club Inc.

'BRITS AND PIECES'

Captain's Log

Issue No. 16
September 2010

Hi everyone

We are hoping against all hope that winter is nearly over and summer will be with us soon. It has been a very long wet winter and we are looking forward to seeing the sun and being able to get out in our car with the top down.

The organisers of the run for October have pulled the pin but in its place we will go for a drive ending up somewhere very nice for lunch—details will follow. Also in October is the inaugural Brits at the Beach in Tairua, several members will be attending this event—a big celebration of all that's British. Our gymkhana will take place in November, this is the most popular event on our calendar and we all look forward to the events of that day. Also in November on 13th & 14th is the MG Classic Car Racing at Manfield—a group usually attends this day.

December will see our Christmas event take place, if the rest of the year goes as quickly as the first 9 months then the year is all but done!

2011 events that we have heard about so far are:

- 13th February—Wellington British Car Day
- 12th & 13th February—Eilerslie Concours de Elegance
- 23rd—26th February—Americana in Hutt City
- 13th March **Wheels on Windsor—all be there!**
- 22nd & 24th April National Morris Minor Convention in Paeroa.

We have had fantastic turnouts for the events over the wet winter months and look forward to seeing everyone again in October. **Steven Tidswell—Club Captain.**

Calendar of Events 2010

- **19th September**
Daimler & Lanchester event
This year organised by the ladies.
- **16th October**
A spring drive.
- **20th November**
CHB Gymkhana—A very popular event.
- **12th December**
Christmas Fun

Welcome to the following:

Neil Rossiter
1964 Morris Oxford Mk6

Randall & Penny Simcox
1954 MG TF

We look forward to your company on our club runs.

For Sale:

Morris Minor Engine complete less generator and coil. Includes gearbox. I am told it is a 948cc A Series engine, approx 1957-1962, with a Series 2 803 gearbox. For more information phone Steve 8764523.

Humber Sceptre 1973—84000miles. Rego on hold. Been stored in a shed and would make an excellent restoration project. Phone Mike Redwood 8764316

Quote of the month—At a car dealership:

“The best way to get back on your feet – miss a car payment.”

Thank you to our sponsors:

AMI Insurance—Charman Motor Trimmers—Greens Service Centre—Auto Shine
Millward Motors—Napier Mail—Hastings Mail—Advantage Wines—Partmaster—Ruahine Motors

Triumph Event—Poker Run with a Twist

SUNDAY JULY 18th 2010

The weather forecast was dreadful but Rain, Hail, or Shine the Run Sheet said. The morning dawned with only a little cloud but the sun soon shone through and once again the Triumph Run was in reasonable weather for the middle of winter.

We met at the Te Mata Cheese Factory in Havelock North at 10:00am for coffee before heading off on a Poker Run. There were 23 cars all ready to head off for a days fun. We were given a map of the route before we left and told to expect stops along the way to collect Brain Teasers. First stop was up the Puketitiri Road where Steven Tidswell handed out a Road Signs Puzzle and a card for our poker hand. Next stop was along Swamp Road where Seton Thomsen collected the Road Signs Puzzle and handed out a Poker Puzzle and another card. We thought we were making really good time and would be at the Chook & Filly early until lo and behold there was another car displaying a Union Jack flag. Keith & Velma Kyle were at this stop collecting our large map and the Poker Puzzle and handed out a Detour Map which took us up Valley Road and back down over the Whakapirau Road with still some more things to find. What a gorgeous view from up there across to the ranges - fantastic. There were lots of lambs to be seen romping in the paddocks.

We eventually arrived down at the Chook & Filly for lunch, collect the final cards and have some great social time. Our hosts were fantastic dealing with 50 for lunch as well as the odd other patron who came in wanting to be fed. Sue & Judy marked all the puzzles then proceeded to do a "Trade In" on our poker hand. All the marks were collated and prize giving where we found out we should be having a good look at the Road Code - we weren't fantastic with our Road Signs.

The winners on the day were:

Poker Hand - Rick Bartlett

Road Signs Teaser - Peter Mackie

Poker Puzzle - John & Chris Versey (gamblers in the making!!)

Finding the only Joker - Alan Humphries

Moments like these Minties - Seton Thomsen for his blood nose.

2nd Overall - Janice Chapman and navigator

**1st Overall - winning the Triumph Trophy and a British Dart Board,
John & Chris Versey**



CHB Rally—The Annual Seton & Judy Show

SUNDAY AUGUST 15th 2010

We had to wonder if the run would be going ahead when we woke up the morning of the CHB Rally, the weather was so bad. But a run sheet had gone out and the call to have fun was made. We met at the fantastic McCauley's Cafe in Otane for coffee and a chat - the ladies here were amazing as the turn out was huge. 44 people had turned out to take part in the Annual Seton & Judy Show and what a show it was. We were given our run sheets which were photos on two sheets and an answer sheet. The idea was to find the first photo then the second photo or photos were taken around that one. It was certainly something different and a lot of fun. Three cars from the Mini Club joined us on this occasion and it was lovely to have their company for the day.

The route took us to Mangoarapa Station where we met in the Wool Shed then were taken to another shed where the most amazing array of vehicles was displayed. Trucks, fire engines, tractors it was a wonderful place to visit. Most of the vehicles had been in the Stations hands since brand new and were working vehicles.

After a look around we headed to the Duke of Edinburgh in Porongahau for lunch, prizegiving and more chatter. The meal was really lovely and once again the staff did us proud with such a crowd to serve at once.

Prizes were taken out by:

\$20 petrol vouchers to Tony Smith from Wairoa for the Club Member who travelled the furthest (Tony travels down from Wairoa for most of our runs and the weather was no hinderance this time either—it is always great to see Tony.).

\$20 petrol vouchers to the Hendersons from Waikato for joining us on our run.

3rd Prize: John & Avelynne Pate - Meguiars product.

2nd Prize: David & Christine Pollard - luxury chamois

1st Prize was taken out by Peter and Christine Durham - Trophy and baking dish.



Technical Tip #15— Wrapping Tubular Manifolds

Tubular manifolds / extractors / headers / freeflow (call them what you like) by design produce a vast amount of heat in the engine compartment. This increases the possibility of electrical/ignition components not working effectively and promotes a higher risk of fire (if any combustible material comes in to contact with them), not to mention the likelihood of severe burns when working on the engine!

By wrapping with insulating wrap you can overcome all these risk factors. The wrap keeps the heat within the exhaust manifold so the exhaust gases have a much higher velocity, this induces negative pressure (scavenging) which increases air intake flow, resulting in better performance & economy.

ANDRÉ CITROËN

The influence André Citroën has had on the automotive industry has been immense, but since his untimely death in 1935, his achievements have been sadly forgotten.

He is one of the small handful of automotive entrepreneurs who started business in the early 1900s, when the automobile was little more than a play thing for the very rich and famous, whose name continues to grace motor vehicles in production today.

Only the true enthusiast will understand the impact that Citroën's extraordinary vision has had on the modern motor vehicle. Even fewer will know of the gambler and master marketer who knew no limitations in promoting his vehicles.

For many however, the name Citroën still conjures up images of quirky innovative designs that were many years ahead of their time. His Traction Avant 7CV created a major leap forward in automotive design when released in 1934, so much so that its variants continued in production until 1957. It has been suggested that when its production ceased it was still technically superior to its competitor's "modern" designs of the day.

André Citroën's legacy of extreme innovation was continued on by the design genius, André Lefebvre (the principal designer of the Traction Avant and 2CV) when he released the DS19. Never before or since has an automotive company displayed such courage in launching such an extreme design in the market place. While many could not come to terms with its "space age" styling, the technical excellence encompassed within that design won enormous respect worldwide. André Citroën would have approved.







Why did the mechanic sleep under the car?
He wanted to get up oily in the morning!!

We need help!

I need members to submit articles for our newsletter, whether they be anecdotal, informational or maybe a "buggar" moment. All submissions will be published.

Put pen to paper and send it to tidswellsg@xtra.co.nz