

HB British & European Car Club Inc. 'BRITS AND PIECES'

A word from our New President

Issue No. 20
July 2011

Greetings club members.

I would like to start by saying thank you for the words of support and congratulations at becoming president I received at the AGM. The last AGM was the best I have attended in that we had by far the biggest number of members I can ever remember. That shows the level of interest from our members. As I looked around at those present, it was great to note the number of newer members present as well as some who have been members for some time.

I would like to thank those who stood for the committee this year. I can assure you that each and every one of these people work hard for our club and are passionate about keeping it in good heart. Our club is extremely successful whichever way you measure the level of success; be it the number of members, the varied programme, the numbers at runs or our healthy financial position.

However we should not become complacent and I think communication is the key to maintaining a great club. You will recall in our recent "Information for Members" sheet we asked that if you have any ideas for runs or would like to organise an event to contact someone on the committee. I recall John and Avelynn Pate and their BMW crew saying how they enjoyed organising their recent event – and what a great event it was too - a win/win for everyone. We have this year's programme already planned, but will soon be looking for ideas for next year. Any helpful ideas about any aspect of our club will be given careful consideration.

Speaking of communication, New Zealand Post has let us down big time! Four of our own committee didn't receive their last mailout with the AGM information. Needless to say NZ Post will be hearing from us to say how appalled we are at their "service". We will try to find a better way of getting information to you, but in the meantime if you don't receive information about our scheduled events a week before the date, contact a committee member. Events are usually on the third Sunday of each month but the list of events and their dates is on each newsletter and is on our website www.hbbritishandeurocarclub.co.nz

Safe motoring
John Versey

Calendar of Events 2011

- **July 17th**
Triumph hosted event
- **August 21st**
Motoring with the Morrishes
- **September 18th**
Daimler hosted event
- **October 16th**
Central HB Rally
- **November 20th**
CHB Gymkhana
- **December 11th**
Christmas event

Don't forget Brits at the Beach in Tairua in October.

Check website for details.
www.britsatthebeach.co.nz

Welcome to the following:

David & Anne Broadley
2001 Saab 93 convertible
Mark & Vicky Dickerson
1968 V8 250 Daimler
David & Margaret Adams
1936 Morris 8
Blue Dorward & Lorraine Taboten
1982 Jaguar XJS
1985 Jaguar XJS TWR

*We look forward to your company
on our club runs.*

Quote of the month:

After all what is a pedestrian? He is a man who has two cars—one being driven by his wife, the other by one of his children—Robert Bradbury

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

AGM—19 June 2011

It was decided by the Committee to organise a drive before the AGM this year gauge the need for such an event—wow were we overwhelmed, we had an amazing turnout at the Community Centre Havelock North car park. This was purely a drive and the cars left at a leisurely pace heading down as far as Patangata and over the bridge before heading back to the Hastings RSA for the AGM.

Forty nine members attended the AGM this year which is a record and shows the interest in our club by its members. Robert Dodd was farewelled as our President after four years service. We wish Robert all the very best as he looks forward to being able to spend more time attending motor race events around the country. John Versey was elected into the Presidents position, he has been on the committee for several years now and has chaired our meetings on occasions so will very ably step into the job vacated by Robert.

After the AGM members were invited to partake of a drink on the club and join everyone in a delicious lunch which was subsidised by the club .

The incoming Committee have had their first meeting and are looking forward to working together and for, our members.

The elected Committee is as follows:

President—John Versey	8441857	
Secretary—Robyn Boyce	8789071	
Treasurer—Sue Tidswell	8764523	
Ian Brown—returning	8447159	
Joyce Calder—new	8709412	
Ray Jenkins—returning	8764622	
Johnny Round—returning	8787183	
Judy Thomsen—returning	(06) 8589019	
Seton Thomsen—returning	(06) 8589019	(Vice President)
Steven Tidswell—returning	8764523	(Triumph Representative & Club Captain)

Colin Campbell (Daimler & Lanchester Representative) 8785969

If any member, at any time has anything they would like to ask or a problem they would like dealt with please contact a Committee Member who will do their utmost to help.

For Sale

Two 1963 Austin A40 Farinas, one white in as used condition. The other is in running order, partly restored panel work with many new and original parts replaced. Rebuilt steering, clutch with many spare parts. Contact Neville Wilson 8453333.

Technical Tip #18— Wiper Blades

Wiper Blades are one of the most neglected components on vehicles today. Many Wiper Blades are cracked, split, torn, brittle, worn or otherwise in obvious need of replacement. Others may look okay but do a poor job of wiping when actually put to the test. As 90% of driving decisions are based on a clear view of the road, it is essential that ineffective blades are replaced sooner rather than later. Most experts recommend replacement every 6 to 12 months for optimum performance, when did you last change yours?

Are You Having Those Bad Vibrations - Driveline Vibrations?

Trying to solve driveline vibration problems you are experiencing can be very difficult to detect and eliminate, but if you follow a few basic detection procedures by process of elimination, you should be able to successfully isolate and solve the problem. Installing a five speed or an overdrive transmission in your classic car is one of the best improvements you can make, but it sometimes changes the characteristics of how the engine's power band reacts with the vehicle. This change is usually inconsequential in the first four gears but can be very noticeable in the overdrive gears. Your car has never traveled as fast at such a low rpm before, and this can sometimes bring out noises and/or vibrations caused by engine harmonics or an imbalance that you never experienced before the installation of your new transmission. The first step is to isolate where the vibration is coming from, how severe it is and whether it is a speed-related vibration or an RPM related vibration.

RPM related vibrations:

- 1) With car stopped, the gearbox in neutral, and your foot OFF of the clutch rev the engine gradually from idle to about 4000 rpm. This will tell you if the flywheel, pressure plate and disc are in balance.
- 2) With car stopped, the clutch fully depressed, and the transmission in gear rev the engine as in step 1. Doing this eliminates the clutch disc from rotating with the assembly. If you had a vibration in step 1 and not in step 2, the clutch disc is suspected to be the problem because it's not turning in step 2.
- 3) If you have a vibration in step 1 *and* step 2, the problem could be the flywheel, pressure plate or disc. If the vibration is so severe it could shake the radio out of the dash or make your teeth rattle.

Speed related vibration, follow the steps below:

- 1) Drive the car and record the speeds at which the vibration occurs, when it is at its worst, and when it disappears. High speed vibrations at 100KPH and higher are usually caused by a bad tire or a bad brake drum or rotor. Lower speed vibrations (depending on rear end ratios) at 50 to 75 Kph are usually driveline related and could be an out-of-balance drive shaft or improper u-joint alignment.
- 2) If the vibration can be felt in the gear lever it is likely a front of the driveshaft balance problem or a bad u-joint. If you feel it in the back seat or in the floor at the rear, it could be a rear of the driveshaft balance problem or u-joint. However, a bad rear tyre or drum can cause the same vibration in the rear. Before pulling the suspected driveshaft, swap the front wheels for the back and back to front or borrow a known balanced set of wheels to test drive the car. If you haven't balanced your wheels for a while, it wouldn't hurt to do so to ensure they are indeed balanced, just for peace of mind.
- 3) Before pulling a suspected out-of-balance driveshaft, check:
To make sure the u-joint is properly positioned in the yoke. Some yokes have small tabs that the u-joint caps must be indexed behind to hold the driveshaft in the center of the yoke. If you removed the u-joint caps for any reason, did one of the needle rollers fall over when you put the cap back on? This little oversight WILL cause a bad vibration.
- 4) Before pulling a suspected out-of-balance driveshaft, check the runout of the shaft with a dial indicator. If runout is ok (about .012" .030mm) maximum at the front and not the back, it could mean that you have a bent yoke or pinion. Following the process of elimination will help track down most problems. However, if the potential vibration was already present and installing the overdrive has brought it to within noticeable range, you will have to play detective. Remember make notes before you start.
Your memory is not as reliable as you think.

Pates Pilgrimage

A gorgeous day dawned and what a day for some top down motoring. We met at the Soundshell in Napier for a photo shoot before being given our run orders. We were given an envelope with a clue on the front - the answer was sealed in the envelope if required but points would be deducted if used.

Everyone was given a different first clue so off we all went in different directions. Once you caught on to the organisers way of thinking it was great fun navigating our way from Perfume Point to the top of Bluff Hill and down to the Skating Rink on the Parade. We ended up at a cafe right on the water front for lunch in the sun.

First prize was taken out by Roger & Doris Inwood with a prize being given to Tony Smith for travelling the furthestest (from Wairoa) for the run.

What a fabulous day and thanks go to organisers John & Avelynn Pate and Robert May & Yvette Thurston.



Thanks to Judy Thomsen and Chris Versey for these two pearls of wisdom.