

Technical Tip #6—Contd.

Having read the information from the experts, it is now up to us to decide what is best for our own classic cars. How to distinguish the different grades by the mysterious lettering: The first set of letters has the prefix 5 (e.g. SF), this shows the grade as applied to petrol engines. The second group of letters start with C. C is for compression ignition, or diesel in others words (e.g. CC). The letter following both the S and the C advanced alphabetically each time a major change to ingredients takes place. Referring back to the previous article, the progression in the C Series is explained for diesel oils. It just means that oil with both S and C shown can be used in either petrol or diesel engines.

How the S system evolved. Once it got to SF, it then went SF2, SF4, SG, SG2, SG4, etc. (It appears that only very minor changes were made at those times where a number was added.) It is no use looking for SA, SB etc., they are just not made anymore. The earliest still available is Valvoline 40, which is SF/CC. An alternative, should you prefer an early multi-grade is 25/50 SG/CD.

Penrite maintain that all their HPR oils contain Zinc Dithiophosphate (ZDDP), which they confirm is the chemical in oil which imparts effective anti-wear, anti-corrosion properties to the lubricant. However, nobody is saying how much they use. Our problem is knowing if there is enough of the stuff in their oil to properly look after our infrequently used pre-catalytic engines.

Penrite HPR oils are rated SG/CC-CD for petrol engines, while their HPR Diesel is rated SG/CE. They state in their information sheets that their HPR series oils contain no friction modifier, so this could be a point in its favour, assuming that the 'miracle molecule' mentioned in the first bullet point in the last issue is the friction-modifier chemicals added to modern oils which is claimed to keep the protective chemicals away from the critical parts.

Mobil Oil suggests Mobil Delvac 1340. This is an SAE 40 diesel oil API CF/SF, recommended for either diesel or petrol engines. This was the lowest specification available with no reference in the Product Guide to it being suitable for catalytic converters, so hopefully rich in ZDDP. There is a SAE 30 available, Delvac 1330, if a thinner oil is desired.

I hope you have found this article as informative as I did. Steven Tidswell

Your committee:

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Club Captain:	Steven Tidswell (Triumph representative)	8764523
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If you have any questions or queries please contact one of your committee members.

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A word from our President

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Hi fellow car fans. Happy and prosperous new year to you all. Yes and the first month is now behind us which means our first big event is fast approaching. **Wheels on Windsor is on the 8th March so please mark your calendars to be there.** If you are able to give the committee a hand setting up the park it would be very much appreciated as there is quite a bit to do. We also have a call for any members who could be available at Easter for duties at the V W Nationals in Napier as our club has been asked to provide people for this event. If available please contact Steven Tidswell thank you. The committee this year has our usual events lined up plus some away events as well which are very enjoyable so hope you are able to get to do one or two. Last year our events had very good numbers attending so hope we can keep it up. If you have any ideas that you that you think other members would like to do contact a committee member to get the ball rolling. This summer has been a ripper so far so I hope you all have been able to get some time on the road in your classic car and will see you at the Wheels on Windsor car show 8th March. Cheers. The Cruiser

For Sale

I have managed to obtain a small supply of Sta-bil Fuel Stabiliser 470ml. (see Brits & Pieces Issue No. 5). If anyone would like to purchase a bottle for the much reduced price of \$20.00 please ring me Steven Tidswell 8764523.

1947 MG TC Midget 1/18 scale model. Deluxe Edition. British Racing Green. Fully detailed. Comes complete with original packaging. Excellent condition. \$65.00. Phone Alistair King 844 7842.

URGENT NOTICE

We have been asked by the VW Club to help with the VW Nationals over Easter. This weekend is a fundraiser for our club. We need help on Saturday for the day until about 3:30pm and again on Sunday morning. We will be acting as traffic wardens and parking attendants. Any one who can help at any time over the Easter weekend please phone Steven or Sue 8764523—please support your committee.

Quote of the month

London Transport commissioned a study to find out why buses were running late and it turned out it was because they kept stopping to let people on. – Rory McGrath

Calendar of Events 2008

• **27th February**
Americana—still rooms available if you wish to join us.

• **8th March**
WOW—see you there

• **19th April**
Timed Run—Pukeora

Welcome to the following new members:

Dennis & Joan Oliver
1955 Wolseley 4/44

Chris & Annette Abbott
1996 Audi 206 Cabriolet
2.0T A3 Audi

Sue Earley
Rover MGF

Rick & Naida Bartlett
Rover MGF

Roy & Sadie Perks
Fiat Spider

John & Avelynn Pate
1986 BMW E30
1989 Peugeot 405 M116

We look forward to your company on our monthly club events

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We started out as we mean to carry on!

WOW—what a start to the New Year. On Sunday January 18th, 35 club members gathered at Kia Toa Bowling Club for a social get together. We enjoyed a buffet lunch then Owen Hutchinson from Kia Toa taught us the finer points of bowling. We divided into teams of four and played several ends amid much laughter for the not so great bowls and clapping for the quite a few great ones. After a few ends we retired to the clubrooms where we partook of the delights of the bar which was run by John Jordan. Both Owen and John made our day a very memorable one and it was decided that it was a day to repeat sometime in the future. Prizes were taken away by Janice Chapman, Sue Earley, Mike Neal and Bob Meech who bowled together. Owen knew I was looking for any excuse to give away a prize and informed me how these four, after the last bowl was bowled, ALL TWELVE BOWLS WERE IN THE GUTTER not one left on the green. A well deserved "win" I would say.



Huge thanks must go to Kia Toa Bowling Club for such great facilities, to Owen Hutchinson our very patient bowling teacher and to John Jordan for his hospitality.
Sue Tidswell



Article of interest—Rudolf Diesel

Rudolf Diesel was born in Paris in 1858, the son of German parents. He was educated at technical colleges in Munich & Augsburg where he stood out, from an early age due to his outstanding performance. (He left the Technical University of Munich in 1880 with the best results achieved in the institution's history.)

Whilst studying at the Technical University of Munich he came into contact with prominent steam and refrigeration engineer Carl von Linde and Maschinenfabrik Augsburg (MAN) Works Director Heinrich Buz. Working with von Linde Diesel learned how inefficient steam power was and it was this that spurred his desire to create an engine that would run on crude oil, ignited by the heat of compression alone. Despite his early successes, the birth of his 'rational heat engine' was not easily achieved. In March 1892, at the age of 34, he presented his idea to MAN Director, Heinrich von Buz, but initially needed to revise some of the technical details.

Heinrich von Buz recognised the potential in Diesel's plans, where other major companies such as Mannesman and Deutz had rejected the inventor's idea. After the granting of a patent, by the German Patent Office, work began on putting theory into practise at the Augsburg MAN factory. From 1893 to 1897, MAN engineers worked together with Rudolf Diesel on his 'Diesel patent heat engine'.

The internal combustion engine was not a new invention, it had been invented by Nicolaus Otto in 1876. Nicolas Otto built the first practical four-stroke internal combustion called the 'Otto Cycle Engine' which he placed into a motorcycle. This engine was well into production with Carl Benz and Gottlieb Daimler and many others elsewhere, but a pure compression ignition engine was still some time off. At the time Rudolf Diesel was working on his engine, an existing indirect injection oil engine had been designed and run in England as early as 1890. This engine relied on vaporising the fuel oil in a pre-combustion chamber before it was introduced to the main cylinder. The engine was the design by Herbert Ackroyd-Stuart and made by Hornsby's of Grantham. Rudolf Diesel's engine was to be significantly superior, having been designed from the outset to have the fuel injected directly into the cylinder which would, re reasoned, increase efficiency. Whilst the theory proved sound, actually achieving a working engine took four years. The project proved to be of huge interest and technicians from all over Germany were regular visitors to Rudolf Diesel's rooms.

The first diesel engine produced a modest 20 hp at 172rpm, but its thermal efficiency was calculated at 27%, around twice as much as the Hornsby-Ackroyd, and vastly greater than a steam engine which was operating around a third of this value. Injection in the first diesel engines was quite unlike the injection systems attached to modern diesel engines. These first engines relied on a 'blast injection' a process where a blast of fuel and compressed air (which also heated the air) was injected into the cylinder where the heated air helped atomise the fuel to achieve a slower smoother fuel burn. The first four diesel engines were produced in 1898, two by MAN at their Nürnberg and Augsburg plants, one by Krupps in Düsseldorf and one at Deutz in Cologne. The two MAN diesels were to generate electricity for the Munich works for some time.

Soon after perfecting the diesel engine Rudolf Diesel left MAN and moved to Deutz to commercialise his engines. Work continued at MAN, with Heinrich von Buz ensuring the steady ongoing development of the diesel engine with the first 'high speed' engine, running at 400rpm, producing 140hp by 1904.

Unfortunately, Rudolf Diesel was not able to enjoy the triumph of his invention, due to a series of attacks on him by intellectuals at various German Universities over allegations that his patent did not entirely match his actual design. Unfortunately, these took their toll on Rudolf Diesel and he disappeared while travelling to England, by ship in 1913, the circumstances surrounding his death remain a mystery.

December Event—Xmas lunch at Tutira

Under the influence of a few wines (what's new) I agreed to do the report of our Xmas get-together at Lake Tutira. A few of us met up at the old Robbie Burns including our very festive members, Seton and Judy Thomsen, who arrived in their very jolly Spitfire, all decked out in festive gear. They really set the mood and off we set to meet up with another bunch at the Taradale Club car park. We were now about a dozen cars, a few of us convertibles with our "tops down" and not the most sunny of skies overhead!!! So, as we were going over the Devil's Elbow, Frank and I had our first experience of dodging the raindrops!!! I found if I went fast enough you didn't get wet!!!! Anyway, by the time we arrived at Lake Tutira and for the rest of the day the sun shone and we had a very merry Xmas picnic. There were also some who went independently so we ended up with a good show of members. We drove right to the back of the Lake where there is camping ground facilities, there were a few others there but certainly not crowded.

Everyone brought their own goodies which were for communal eating and drinking, the Tidswell's were very English with their very delicate china cups etc and the little boiling billy. There were games to play if you so wished, petanque and croquet, so we were even a little active in between glasses and yummys. The long drop loos were even pretty flash and the toilet paper that was brought came in jolly handy!!! A toilet roll holder with a difference is the side mirror of a MG !!!!

Our President Robert Dodd presented the Presidents Trophy for the year to Sue & Steven Tidswell for their continued support of the club. (*We were thrilled to bits and left speechless with this honour Sue & Steven*). After lots of laughs (what's new) and chatter we packed up and headed home with a stop at Westshore Pub for a last imbibe or coffee and arrived home late afternoon with the feeling of how lucky we are to be members of this club. Thank you all for a super day.

Signed "Daffy" (Cherry Dunkerley)



November Event—Wicken Trophy Gymkhana

Yet another great day in Central Hawke's Bay. Darryl and Warren Hutt loaned us a paddock to have our annual Gymkhana. The weather was stunning and the turn out of members fantastic.

The blindfold slalom once again proved great fun and the wine on the sled caused great concentration. A barbeque was put on at a small charge to raise funds for the refurbishment of the caravan. We are now getting ready to have the base painted. Thank you to everyone who have participated in the fundraisers to date helping to get our caravan presentable. A special prize was awarded to Cherry Dunkerley for being brave enough to put her MGF through its paces in the skidfest—way to go Cherry.



I think you were meant to park between the cones Seton not on them. (Mind you he was blindfolded and Robyn was in charge).



Rod Barclay kicking up the dust in the skidfest.