

# HB British & European Car Club Inc.

## 'BRITS AND PIECES'

### A word from our President

Issue No. 9  
July 2009

#### PRESIDENTS REPORT FROM AGM

It is with pleasure that I present this my second annual report to this meeting. The Club has had, I believe a very successful year. Wheels on Windsor car show this year had the most entries we have had for sometime. The feature car being the Mini helped in that regard.

Financially, the club is also in a healthy position. Membership is very strong and increasing in spite of a difficult economy. The name change to include European marques is also helping to increase numbers.

The committee the year have started on refurbishing the caravan which has been painted and looks very smart. The next step is to redo the canvas sides.

Thanks to the members who have been to our fundraising runs, for this to be done and I hope this will continue in the future so we can get the job finished.

All of runs and events have had very good numbers attending which for the organisers is very pleasing.

To the committee from me and on behalf of the club members a very BIG thanks you for all the work you have done to make this a very successful year for the club. The increasing membership and our financial position hasn't happened by accident it is due to your work and dedication. THANK YOU.

Also to our sponsors for their contributions for a successful year—thank you.

**Robert Dodd**

### For Sale—MG Hard Top

For Sale MGF hard top - fits all MGF's and TF's , complete with wall hanging brackets and original transport case. Imported from UK - black, with heated rear window, very good condition. Price negotiable. Contact Barry on 027 430 9927.

### Quote of the month

Why do they lock service station bathrooms? Are they afraid someone will clean them? ~ *Author Unknown*

#### Calendar of Events 2009

- **19th July**  
*Triumph Trophy*
- **16th August**  
*Tommos CHB Rally*
- **20th September**  
*Daimler & Lanchester Event*
- **19th October**  
*To be confirmed*
- **13th December**  
*Christmas Function*

**A complimentary car window sticker has been included with this Newsletter. Please display safely on the windscreen of your car. If you need more see Robyn Boyce.**

#### Welcome to the following new members:

**Keith & Velma Kyle**  
Triumph Herald 1200 Coupe  
13/60 Herald convertible  
Vitesse convertible  
1956 Jaguar Mk7

**Viv Atkinson**  
1974 MG BGT

**Mervyn McCulloch**  
1976 Cortina Mk3 2L

We look forward to your company at our monthly club events

### SPONSORS

**auto shine**  
CAR CARE PRODUCTS

**amj** insurance

**Tommo's**  
Restaurant Bar & Gaming Lounge

**the hastings mail**  
Community Newspaper  
**the naper mail**  
Community Newspaper

## AGM—Financial Statement



### FINANCIAL STATEMENT AS AT 31ST MARCH, 2009



INCOME		EXPENDITURE	
Balance as at 1st April 2008	1,734.33		
Subscriptions	1,890.00	Stationery & Postage	720.48
<b>WHEELS ON WINDSOR</b>		Bank Fees	76.00
Sponsorship	900.00	Repairs & Maintenance	50.00
Gate Takings	1,058.80	Advertising	458.01
Stalls	180.00	Caravan	884.02
Raffle	324.00	Insurance	292.50
Float	250.00	Prizes	275.04
Hats	340.00	AGM	111.50
Hat Pins	240.00	Hat Pins	172.13
Badge Sales	24.00		
	<u>\$3,316.80</u>	Wheels on Windsor	1,819.93
	3,316.80	Website	79.15
Caravan Fundraising	731.70	Rent (St. Matthews)	120.00
Daimler Club Proportion	65.85		
Jaguar Club Proportion	141.20		
Run charges	140.00		
Sale of old club badges	320.00		
	<u>6,605.55</u>		<u>5,058.76</u>
Less Expenditure	<u>5,058.76</u>		
<b>Profit</b>	<b><u>\$1,546.79</u></b>		
Closing balance as at 31 March 2009	<u>\$3,729.29</u>		

The Club is in an excellent financial state. The Committee have been working very hard to bring the Club's Campavan up to standard. We have had it painted and it is looking fantastic. Our next aim is to get the canvas replaced.

Wheels on Windsor was profitable this year which was helped hugely by the donation of the Radio Controlled Mini raffle prize by John & Chris Versey. Hat Pins and WOW hats were also a very popular item this year.

The Stationery & Postage expenditure was inflated this year by the need to purchase another box of stamped envelopes before the financial year was up. (Growing membership) The sale of old club badges figure was due to Ian Hope at the British Car Museum in Haumoana purchasing all our old British Car Club badges.

Sue Tidswell, Treasurer

## Name Badges

We now have name badges available for only \$10 each. If you would like to order a badge please fill out the order form enclosed with this Newsletter and send it in to the supplied address.



Your name here

## June Outing

It was sunny but the wind was chilly when we assembled at Café Mondo at New World in Hastings for our monthly outing. A good turn out of members, and a few visitors braved the winter weather, it seemed ages since we had all been out in our loved vehicles. We had put the hard top on the “spity” (maybe we are getting old and not so thick skinned to the drafts of the rag top). The hard top caused interest amongst the gathering and some even saying it improved its looks, (how cheeky of them). After a warm cup of whatever took our fancy we were informed that the planned visit to Barry McDougall’s France Road property would have to wait for another day due to the under foot conditions of the paddock. So to Keirunga Gardens and the miniature Railway went our colourful convoy. A very chilly wind did not deter anyone from enjoying a train ride. Lots of reminiscing could be heard of previous visits and childhood memories as we travelled through tunnels and over viaducts. The control tower, must be a very busy place with up to twenty trains on the lines on busy weekends. Then it was off down Middle Road heading south at what some would describe as a steady pace to the Patangata Pub for some warm food and cool beverages. We are so lucky to have a common interest that allows us to enjoy good friends and our beautiful countryside. Thank you Johnny for your organisation and to everyone for once again making it another great day out.

Seton Thomsen

**Train whistle blowing**

**Johnny**

**Socialising at the Patangata**



## For Sale—Sta-bil Fuel Stabiliser

I still have a small supply of Sta-bil Fuel Stabiliser 470ml. (see below). If anyone would like to purchase a bottle for the much reduced price of \$20.00 please ring me Steven Tidswell 8764523.

*From Brits & Pieces Issue No. 5*

Stored fuel can deteriorate or go flat in around 2 months. I use a product called **Sta-Bil Fuel Stabilizer**, it keeps fuel fresh for around 12 months. I have had excellent results using this product.

- Removes water to prevent corrosion and cleans carburettors and fuel injectors.
- Eliminates need to drain fuel before storage.
- For all 2 stroke and 4 stroke petrol engines.

## Technical Tip #8—Battery maintenance

To keep your battery in good condition, clean terminals with Baking Soda in hot water. Using your battery terminal tool, (or Emery Cloth) clean both the post on the battery and the clamp. Purchase some non-corrode pads available for just \$2 a set at **Partmaster** and reassemble. It is a good idea to get your charge rate checked.

## The Lead-Acid Battery—by Mike Neal

Lead acid batteries work by a double sulphate chemical reaction. A charged battery contains two plates, one of lead (light grey) and one of lead dioxide (chocolate brown) immersed in sulphuric acid.

Once power is taken from the battery the two plates are converted to lead sulphate. On recharging the battery the sulphate is turned back into sulphuric acid and the two plates revert to their former lead and lead dioxide. The simplest lead acid battery is two sheets of lead in a bath of sulphuric acid. Post card sized sheets would only produce a very small current for a short while.

To counter this problem the lead sheets have been made into a grid (kind of like lace) to increase their surface area. This is done by forming holes in the plates then forcing in a mixture of red lead and diluted sulfuric acid into the holes. Different manufacturers have modified this mixture and claim a point of difference for marketing purposes. The paste is porous and when the battery is assembled and filled with acid it allows the acid to contact a larger surface area and create a more powerful battery. One problem with this type of construction is that with use, the plates expand and contract which causes the paste to fall out and fall to the bottom of the case. This causes the battery to lose its ability to produce as much power as when new.

To make batteries smaller and smaller whilst making them more powerful, manufacturers have been putting more thinner plates with more holes (finer lace). This accelerates the falling apart of the batteries internally. This is why your old battery would last up to 10 years and now we think anything past three is good. A problem many of us have with our older cars is they are not used as often as we would like and unless we keep our batteries charged all the time they will become sulfated.

Remember when fully charged, our plates are lead dioxide and spongy lead. But when discharged by any amount they become lead sulfate to some degree. This is ok if recharged soon as the lead sulfate is amorphous which means it is soft and easily converted back into the sulfuric acid. BUT if it stays there for any time it will become crystalline sulfate which can't be removed by normal charging. This means there is less capacity in the battery. There are a number of chemical products that claim to reverse this process, and they do, at a cost. One product that has a high tech name on the bottle is simply Epson salts. There are other chemicals too like EDTA but they all work by chemically dissolving the sulfate layer on the plates. This of course reduces the plate thickness and makes the plates weaker which helps them fall apart quicker.

### **There is help on hand. Calcium-Calcium Batteries.**

These look like a normal Lead acid battery and in fact have lead and acid in them but the lead plates are made with a calcium alloy. The main effect of this type of construction is two fold. Firstly water loss is reduced by up to 80 % and secondly the self discharge is a lot lower. A normal lead acid battery fully charged and not connected to any thing will lose approx one volt per week which means it will be dead in about three months.

A calcium-calcium battery will lose about one volt per month which means it will last about 12 months before it is dead.

This feature is great for cars that tend to sit around not running as often as they should.

Some other benefits are the Calcium battery will sustain higher heat and vibration than a lead acid.

## Did you know?

Rolls Royce was still making its own nuts and bolts into the 1980's