

No Guts.....



Are you man enough to drive the mighty Leyland P76?
Find out now: Contact the NZ Leyland P76 Club and get one of these Aussie
icons back on the road, WHERE THEY BELONG!

No glory.



MAY 2005 V2

May 2005, Vol 2

Penzed is published bi-monthly during the first week of every odd month, except this issue!

Deadline: If you want it in **PENZED**, send it to The Editor, P O Box 3699, Wellington, as soon as it's ready. No more deadlines. **PENZED** is a live (but often late) developing document.

Contributions: Are welcome (indeed craved!). They may be legibly handwritten or alternatively blissful delight would greet items typed within A4 dimensions.

Advertising: *Is even more welcome.* Members are urged to procure advertising to help defray the costs of producing the magazine - the more advertising we get, the better the chances are of holding costs to members down.
The finished copy, preferably camera-ready, should also fit within A4 dimensions, but we can enlarge or reduce bi-axially if necessary.
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Other clubs are welcome to copy original material from **PENZED** and we would appreciate acknowledgment of the source. Where we have borrowed from elsewhere, permission from the original source must be obtained.

Parts Stocks: E mail the Southern manager at don.alexander@clear.net.nz

	Parts Manager	Deliver to / Dispatch From	Telephone	Best Time
Northern	Mike King	178 Hereford Rd RD 3 Tauranga	Ph 07 543 4478 Fax 07 543 4578	7:00pm - 9:00pm
Central	Rob Jones	13 Hay Street, Wainuiomata	Ph 04 564 5584 Fax 04 564 5585	7:30pm - 9:00pm
Southern	Don Alexander	12 Seamount Tce Christchurch	Ph 03 384 1816 Fax 03 384 1812	7:30pm - 9:00pm

Note that the parts you require may not be physically held at the above addresses. Make contact by telephone/fax first.

Troop Movements

Change of address

Geoff Ogilvie has undertaken a big move to the address below:

Captain Beauty Salon
Shop 16/17
1 FL Terminal Cabin Shop Building
17-19 Sukumvit Soi 24
Khlon Toei, Bangkok 10110
Thailand.

Now that has really upset the spell checker!

Resignation

Lyn and Dave Lee of Thames. Car sold to Invercargill! Now they know how reliable it was, having traveled 2000+ k's to get to Invercargill without a hitch they confess to regretting they didn't use it more on Club events like the Centre Island Meetings.

We hope the new owner joins up as this car was a founder members car and has been in the Club since 1983. Dave and Lyn want to pass on their best wishes to members and thanks to Ed Tubman for all his parts assistance over the years.

Penzed for May 2005 Volume 2

Now here is something different. To my knowledge we have never had a volume 2 before. This has come about due to the wealth of information we need to pass onto members that cannot be accommodated in magazine.

When asked why we don't make a really big one I replied that it wouldn't fit in the envelope, which it wouldn't, and to post them all at the large envelope postal rate would actually prove more expensive than doing two volumes!

Amongst this wealth of information is a lot from the NZ Federation of Motoring Clubs. Some of you may wonder why this seems so important to a P76 owner. Read on. Natcom is well aware that members have a diverse range of interests beyond P76's (yes, it is true). We have members with vintage cars, farming members with trucks, tractors and farm trailers, let alone those of us with domestic trailers, private collectable trucks, motorcycles, lawnmowers, go carts, stationery engines, petrol pumps and lord knows what else! Petrol or diesel it doesn't matter!

Our beloved Government trundles along making all manner of regulations that don't seem to effect us, but is that true?

The one that has had an immediate impact is that of emissions. The carbon taxes spoken of are to impact on our electricity and petrol bills immediately. Petrol isn't worth too much when compared to all the taxes we pay per litre of fuell And this little gem just put the price up for all of us, whatever we

drive. Read the NZFMC newsletters and see what's happening to towing hitches, trailer brakes, lighting on vehicles and many other items of warrant and certificate of fitness significance which could hurt you the next time you go to your local garage for a "check up". Assuming we still have the freedom of choice to use our local garage!

These people represent the interests of 1000's of members who are in clubs just like ours, even if their beloved vehicles are wildly different to our P76's.

Give them a moment of your time and remember it is all volunteer work that is doing its best to represent our interests.

There are all sorts of other things in here as well. As editor I'm lucky to have a good supply of content provided by members and sometimes it seems we just need another issue to pass this on. Keep it coming in all the same.

Vehicles for sale

A chance for someone to branch out here with a non P76 item.

Leyland Monarch 1973 Ergomatic cab tractor unit in going order for restoration. Badged Leyland with all AEC running gear with a 10-speed road ranger gearbox. This unit is unregistered and requires some TLC; however, owner Lindsay Cameron says it would be a good little runner with a bit of work. Comes with spare gearbox and almost complete spare motor.

Contact Lindsay on Home 04 475 8701 or 027 420 5229 or email lcameron@xtra.co.nz

And now for something a bit different, Geoff's rally car, kind of a P76!

See the insert below. Note: the car is in Queensland. You can contact either Geoff or Glen about it. Technical specs from Geoff and viewing should be arranged with Glen in Canungra.

Geoff is asking \$25,000 in either NZ\$ or A\$ depending on which side of the Tasman the car ends up. The web site address for the Targa Florio Team is included in the advert.

Due to the owner's changed circumstances (Retired) the Targa Florio Team is being disbanded and the historic NZ/Australian Leyland P76 Targa Florio Ralle car registered PEA76 in Queensland, Australia is offered for sale.

The car details and history can be found elsewhere on this site. The car began life in NZ as a Super T bar Corinthian Blue sedan. The car has evolved over the past ten or so years to become a highly competitive tarmac rally car, specifically set up fr Targa events (Tarmac Rally).

The car comes with a brand new hybrid Leyland P76 motor tuned for 450 HP on standard unleaded road petrol . There are a few essential spares such as a modified torque converter, competition brake pads, 8 near new alloy colour coded wheels that go with the car. The tyres are Dunlop Targa R 15 x 50 x 225 steel belted radials in good condition.

Most other parts needed are readily available either at motor parts dealers such as Repco or through the Leyland P76 Club, in NZ and Australia.

The car has a NZ Motor Sport Logbook current until August 31, 2005. It registered and insured on Club rego in Queensland Australia.

All records of the car including all invoices are available to the new owner.

The car can be shipped anywhere in the world at the new owners expense.
As this car is a unique and rare example of a racing P76 the vehicle would suit:

A racing enthusiast.

A collector of classic cars.

A future Targa competitor.

The racing seat belts are pending fitment as they are life but will be fitted for the new owner.

Geoff Ogilvie

PH: +662 261 7440

Mob: +6641353324

Email: geoffreyogilvie2000@yahoo.com

www.targaflorioteam.org

All offers commensurate with a vehicle of this rare race history will be considered. The car is not being offered for sale publicly but rather by referral through the P76 Club and race/rally world.

Ideally I would like the car to remain in Australia/NZ but the car would make a worthwhile addition to any overseas collector/competitor's stable.

The car can be viewed in SE Queensland by appointment. Contact Glen Ogilvie at glenogilvie@yahoo.com or +61438434299





December 2004

From the President's Desk

Thanks to those member clubs who have responded on the insurance initiative that I floated in the last issue of FOMcall.

I would like to leave the matter open for the next few weeks before I go back to the broker with likely numbers of participating clubs. We have about 25 affirmative replies so far, and I know the larger number of participants, the better the deal will be. We have repeated the tear-off panel in this news letter for the convenience of those who did not respond last time.

Subsequent to the feedback we received from the LTSA on the Vehicle Equipment and Vehicle Lighting rules, we made further inquiries with respect to the Headlamp Endorsement issue. It is now intended that the headlamp endorsement will be extended to cover other items of lighting equipment where such heritage equipment would not meet today's lighting requirements. A more generic term would be 'Lighting Equipment Endorsement'. The full text of the LTSA reply is included with this issue of FOMcall and it can be seen that the Federation could well become a body recognised by the LTSA in a similar manner to the VCC.

If the Federation assumed such a role, it would need to rely heavily upon its member clubs to provide the expertise that exists with respect to individual makes, marques and models. It would have to remain an umbrella organisation and devise some system of vehicle equipment authentication, although I believe that the present certificate of registration could well be adapted to record an endorsement. In this respect I note that Motor Vehicle Registration is on the LTSA Rules Programme to be developed in subsequent years. This is a subject that merits further debate.

The most recent edition of the LTSA Rules Programme records that an 'omnibus' rule is in process of development prior to public consultation. This rule is poorly named and would be better described as a miscellaneous set of rule changes.

The word 'omnibus' in motoring and transport circles is clearly a passenger bus, rather than a collection of various items. However it will amend the Glazing, Windscreen Wash and Wipe and Mirrors Rule, the Tyres and Wheels rule, the Vehicle Standards Compliance Rule and the Steering Systems Rule.

The Federation has been asked by a syndicate of various motoring clubs to scrutinise the Steering Systems Rule as it applies to LHD vehicles. This will be undertaken when the rule comes to hand and the September minutes of the executive meeting record our support of the importation of LHD vehicles not available in RHD form.

Jack Hindress

From the Editors

We held this issue to include reports of two meetings. The first, attended by Executive members Ron Tuck and Ross Hopkins in Auckland, and relating to heavy vehicle safety, the second (which has important issues for some of our clubs) relating to brake testing of heavy vehicles.

The second meeting was in Wellington, and the Federation's concerns were represented by Ross Hoskins, who was also able to represent some special concerns of the Military Vehicle Collectors. I joined Ross for the discussion which was with two engineers from the Ministry of Transport. Our member club, the Vintage Car Club, whose members would have the most vintage collectable heavy vehicles, were at the meeting and tabled a description of the vehicles that we need to keep 'on the road' with the ever improving safety rules.

The three submissions relating to heavy vehicle braking reported on earlier, from the VCC Military Vehicle Collectors and the Federations, were very similar.

I am including a report from Executive member Graeme Letica on his attendance at a meeting of the Jaguar Club. Please, if your Club would like to have an Executive member speak and/or listen at your Club's meetings, contact us, or if there are particular concerns that the Federation may not have taken up, please advise.

The emissions testing regime goes on. It is hard to be 'agin it' for those vehicles designed not to pollute and that do 99.9% of the kilometres, but to waste time and money testing our heritage vehicles is a nonsense. I note, reading about the subject, words like 'from 2006' 'wont pass WOF COF unless pass emission test' 'unless exempted' make it hopeful our submissions are being considered.

Also noted is that the Government is proposing a National Motor Vehicle Crime Reduction Programme. This makes sense when vehicle crime is 17.5% of reported crime and costs \$80 million a year. The points are a comprehensive deregulation system, a compulsory vehicle immobilisation programme, and a compulsory vehicle marking programme. Joint database with Australia (regos, thefts, recovery, insurance etc.), accredited secure parking and a vehicle crime reduction action group. All food for thought.

Terry Pidduck

Insurance

✂ -----

Please complete and return to"

The Secretary
NZ Federation of Motoring Clubs
PO Box 569
Te Awamutu

Club: _____

Our email contact is: _____

We are interested / not interested in becoming part of a Federation sponsored group to provide insurance for Public Liability, Statutory Liability, Association Liability and Legal Defence. (Strike out as desired)

P04 1753
VP 30/70

26 August 2004

J H Hindess
President
NZ Federation of Motoring Clubs (Inc)
PO Box 569
TE AWAMUTU 2400

Dear J H Hindess

Thank you for your further enquiry about the system that is proposed in the draft Lighting Rule regarding means of proving authenticity of lighting equipment on veteran and vintage vehicles. I believe my Manager, John White, discussed this with you when you were in Wellington recently.

The rule has not yet been signed but I can inform you in general terms as to what we are proposing.

The proposed requirement in the rule is not designed to give exclusivity to the Vintage Car Club even though at present they are the only organisation that has come forward to request Headlamp Endorsements on their vehicle identity cards, in the manner set out in Infosheet 2.03 on the Land Transport Safety Authority (LTSA) website [www.ltsa.govt.nz](http://www.ltsa.govt.nz/publications/infosheets/infosheet-2-03-200304.html); the complete reference is <http://www.ltsa.govt.nz/publications/infosheets/infosheet-2-03-200304.html>

There are two ways in which the rule is proposed to differ from the system described in Infosheet 2.03.

- (1) The rule proposes that the headlamp endorsement should be extended to cover other items of lighting equipment as well, where these may be quite appropriate for the historic vehicle at the time it was manufactured but would not meet today's lighting requirements. The term is a more generic Lighting Equipment Endorsement.
- (2) The rule does not restrict the organisation to the Vintage Car Club. It uses a generic term that would allow an endorsement to be issued by 'an organisation recognised by the Director under 13.7(b)' this being "an organisation recognised, by notice in the gazette, as having expertise in the lighting requirements for historic motor vehicles".

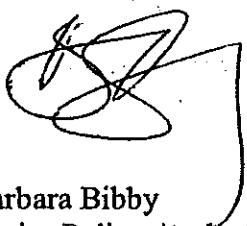
I believe John White has discussed this with you.

The intention of the rule is to accommodate historic vehicles in the overall requirements for vehicle lighting, not in any way to disadvantage them. The system of Lighting Endorsements has been developed because we have been informed that modern-day Warrant of Fitness inspectors do not have the background information regarding the design, performance and condition of lighting equipment on historic motor vehicles. On the other hand, it is the clubs and enthusiasts like yourselves that do have the expertise in this area. There fore if you vouch for a particular vehicle being correctly fitted with the various items of lighting equipment it will ensure that the vehicle is appropriately inspected.

In practice all you would need to do is to provide the LTSA with a proposal that your organisation be among those recognised as experts on historic motor vehicles, so a gazette notice can be issued. You would also be providing information about the form in which your endorsement would be presented on your organisation's vehicle identity cards. So that could be included in the gazette notice too.

If you have any further enquires do not hesitate to contact me

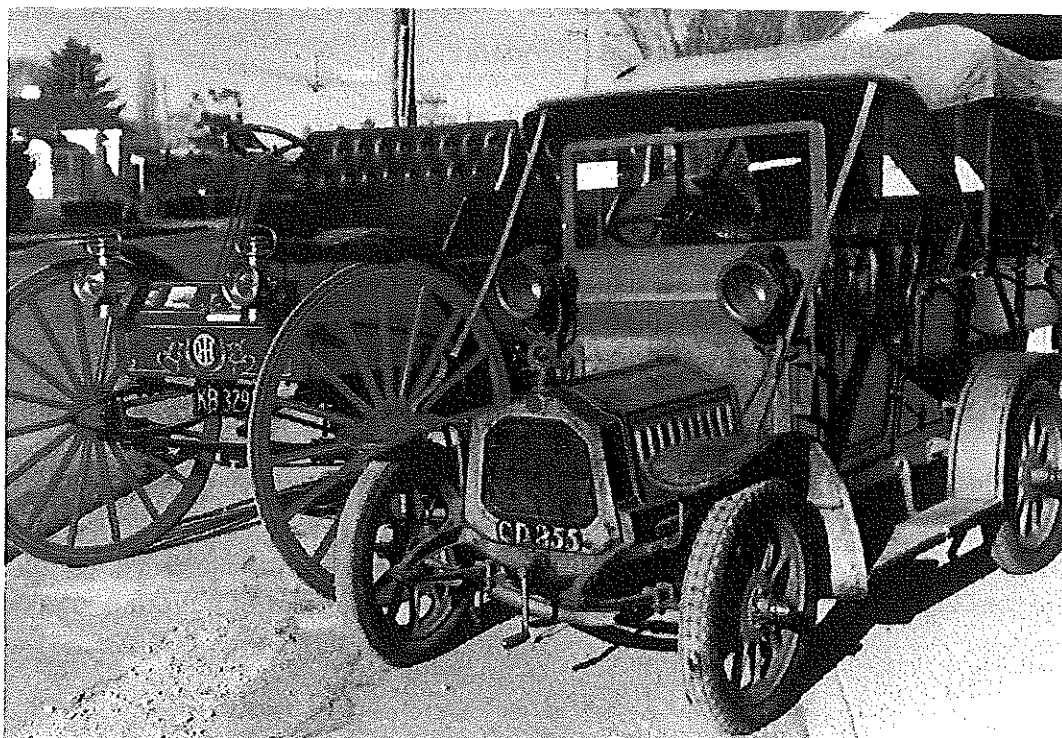
Yours sincerely



Barbara Bibby
Senior Policy Analyst.

Should we lose beauties like these before their time just because their lights are dim, brakes faded and they may smoke a little? I think not!

They are no threat to Kiwi Saturday nights are they.



Heavy Vehicle Braking

The testing of most heavy vehicle brakes is done on rollers with no load. This tends not to be as good a test as the Ministry intends to achieve. To give a better test it is intended to simulate a load by tying the vehicle down. This means our heritage collectable trucks will for sure be marked or even damaged, so we sought a means of not testing in this form, because our trucks don't carry full loads, if at all.

In the interests of safety it was put to the Ministry that we accept a lesser loading on the Loading Certificate in return for the continuance of the present testing.

The engineers indicated they were keen to accommodate our damage potential concerns and were interested in our thoughts as a way round our problem. To identify the vehicles effected, the VCC tabled a description that could restrict any concessions gained to genuine heritage, historic vintage vehicles (30 years). There was acceptance of this as a good marker for vehicles needing special rule treatment.

The meeting finished with the Ministry requesting a bit more information and the reduced loading percentage as floated by the VCC, and expressed their willingness to discuss further if necessary.

Terry Pidduck

Heavy Vehicle Safety to 2010

The Federation took part in a seminar on Truck Safety run by the LTSA. Government has directed road safety must improve to a lesser than expected level by 2010. The truck accidents need to be some 22% lower than the accepted rate to achieve the overall Government Directive.

The LTSA is charged with achieving the goal and floated these six areas

1. Engineering safer roads
2. Managing speed
3. Reducing driver impairment
4. Dealing with repeat serious offenders
5. Increasing the use of restraints
6. Improving vehicle and load safety

The facilitator sought more ideas from the participants and lots of thoughts were added but most could be fitted back to the main points as add ons. A little bit of PC nonsense came through like its not the drivers fault, it's the road engineering, its management with schedules too tight, the truck maintenance, etc. etc. An example was the death of a driver who fell asleep and was thrown out of an intact cab and killed. Cause of death was not wearing a seat belt. In fact the writer feels it was surely not stopping when tired. Even so, increased use of seat belts was shown to be really worthwhile in reducing driver deaths.

Another worthwhile point clearly made was the need for education of all other drivers about the space trucks need to operate safely.

The importance of trucks to our economy was not stressed, but for every 1% increase in GDP, truck distances increase 1.5%, so their safety on the roads we share with them is important.

Terry Pidduck

HEAVY-VEHICLE BRAKE RULE MEETING: HISTORIC VEHICLES

1 December 2004, 10:00-12:00. Land Transport Safety Authority (LTSA) Head Office rm 436

Present:

Terry Pidduck (NZ Federation of Motoring Clubs), Roger White (VCC); Ross Hopkins (NZ Federation of Motoring Clubs);

From the LTSA: Laszlo Hidvegi; Bruce Currie; Matt Freeman.

Introductions

The NZ Federation of Motoring Clubs (FMC) is an umbrella organisation for all clubs that are not VCC- represent their interests. Ross' particular area of interest was historic military vehicles.

Roger White stood in for Rod Brayshaw, and represented the Vintage Car Club (VCC) at the meeting. The VCC represents owners of a wide range of commercial vehicles from 1900 to 1974. 1900 commercial vehicles would have rod brake or crude system and would have restricted performance. This needs to be taken into account. 1970 vehicles could have air brakes. Commercial vehicles are a growing area of interest for VCC members.

Concerns

There was a concern about requiring historic vehicles to undergo a laden brake test. It was unclear how the axle/chassis pulldown device would be attached without damaging the vehicle? Vintage trucks do not carry loads in most cases, and should be able to have a reduced performance requirement. Chassis pulldown devices are problematic because some vehicles, such as buses, have nowhere on the chassis to attach the device.

Rationale behind laden testing at CoF

The reason laden testing is necessary is to prevent wheel lock-up at low brake forces. But if possible the LTSA does not want to have vintage vehicles damaged. Often the vehicles hydraulic brake pipe is on top of the axle for historic vehicles and this would be destroyed by axle pull-down devices.

Proposed solutions discussed

It was proposed that historic vehicles should have special consideration. Roger on behalf of VCC proposed a definition of 'historic vehicle' for this purpose (see attached).

There may be as many as 20,000 historic vehicles in total in New Zealand, including both light and heavy vehicles.

Some historic vehicles, e.g. historic buses are used for some commercial purposes but the definition would not exclude this. However if the vehicle were taking passengers on excursion, it would have to be carefully considered what concessions should be given to them.

It was suggested that historic vehicles could have a condition imposed on them that they cannot be used anymore in commercial service. If the load capacity for these vehicles is restricted they may not need to be subject to load simulation.

Roger proposed down-rating of GVMs to 65% capacity should be suitable GVM, but he will provide extra research on the suitability of this figure. Laszlo would like a lower capacity limit, but this can be sorted out later.

In Roger's opinion it is important that vehicles have some kind of 'identification' as historic vehicle. It should be possible to obtain GVM ratings for historic vehicles from existing certificates of loading (CoL). It was proposed that the VCC/FMC could verify vehicle identity (including registration history) and provide appropriate documentation.

Some historic vehicles pull trailers with loads. These vehicles would have to undergo laden testing if they want to carry loads. If the owner does not want to put the vehicle through the full laden brake test, they can have the trailer's GVM down-rated. In any case, those vehicles would probably be able to go through proper tests, as they are usually not that old.

A small number of military vehicles are less than 30 years old but have military significance. Examples of military vehicles younger than 30 years old that have military significance and hence are collector's items can be exempted. There is no need to change the law to accommodate this, as the number of vehicles involved would be small.

For some vehicles, a reduction in GVM might mean that some vehicles cross over the threshold between heavy and light vehicles. The details of this need to be considered further.

An additional item discussed was that some heavy vehicles have brakes that only act on one axle (usually the rear one), a stopping test (with decelerometer) maybe more practical than a test on a roller brake tester. Land Transport NZ will consider this option.

Resolutions and action points

Land Transport NZ would allow historic vehicles to undergo a non-load/load simulation brake test if they are down-rated to a lower GVM. It was agreed that incorporating a definition of historic vehicle might be the way forward, and the proposed definition would be considered.

Laszlo wants to see a truck with ordinary axles with brakes only on back axle, and brake test it on a roller brake machine, to verify whether it would work. VCC/FMC will try and source an appropriate vehicle for this. It was agreed that rear wheel brake only heavy vehicles could have an on-road performance test, if a roller brake test was unsuitable.



February 2005

From the President's Desk

At a recent meeting of your Executive, two very positive initiatives were given the green light to move off the drawing board and into the first stages of implementation. I am referring of course to insurances, which have been the subject of some publicity in the last two issues of FOMcall, and to authentication and endorsement of vehicle equipment, which will deal with heritage vehicles that may not meet modern WOF or COF standards.

Both topics will be further canvassed at the forthcoming AGM scheduled for May 2005.

Insurances

The issue of insurances elicited a positive response from about 25% of our member clubs and your Executive was of the opinion this support was sufficient encouragement to move forward. The first step is to seek our broker's advice on how the Federation could coordinate the insurance requirements of our member clubs. This will require some research by our broker, Malcolm Flowers, and there will be some costs incurred, which will be met by the Federation. I hope to have more information on this topic for the AGM.

Vehicle Equipment Endorsement and Authentication.

This issue was the subject of a lively debate among your Executive, which is a healthy sign, as this proposal is in its formative stages and we need to get it right. Matters discussed centred around what level of detail will the Federation require, how will it be recorded, who will assume the role of registrar, will there be a fee, do we need a part-time clerical person to administer the scheme?

Again, this is a topic that should be aired at the AGM and Terry Pidduck has undertaken to formulate a set of guidelines to be followed that will result in a system that will be far simpler than that administered by the VCC. We will still need to get the Federation authorised by Land Transport NZ, and this status will not be given this lightly. This matter will be debated at the AGM.

Submission Periods

The long awaited Discussion Document on Vehicle Emissions came to hand late in November. It had an issue date of 22 November 2004, and a closing date for submissions on 24 January 2005. When one considers that, under the Resource Management Act, the days between 20 December and 10 January following are considered not to be working days, then there were only 28 working days available to prepare and present the submissions.

A similar set of circumstances existed late in 2003, when the Vehicle Lighting Rule was tabled with an issue date of 12 November 2003 and a closing date for submission of 23 December 2003. This provided only 27 working days to formulate submissions.

Granted that most of us prepare submissions at times convenient to ourselves, and these may not be on working days. However, the fact remains that only a very limited timeframe was available on these two important matters, and that the period available fell at the time of the year when we are all busy with both social and work commitments. I will be interested to

see what presents itself towards the end of 2005. One can almost expect some controversial matters to be tabled at this time of the year when available time is at a premium.

In spite of the constraints, submission secretary Andrew McClintock managed to contact all of the Executive and to submit a seven page submission on the Emissions Discussion Document ahead of the closing date.

Presentation by LHD enthusiasts

Jeff Tobin, James Smith and Bruce Moulden attended the recent Executive meeting and Jeff made a presentation outlining some of the difficulties LHD enthusiasts are experiencing with the rules governing the importation of LHD vehicles, and the need to convert to RHD, which could in some instances compromise the safety and warranty of the vehicle.

Your executive has already indicated that it supports the importation of LHD vehicles not available in RHD form in New Zealand. It also supports the relaxation of the 90 day rule, but retaining the 5 year rule.

I note that the Land Transport NZ website advises that the LHD vehicle requirements will be placed in the amended Steering Systems Rule. However, no timetable is available on when this may occur. We await developments.

Jack Hindess

From the Editors

This issue includes the Federation's full submission on Emissions, so cementing in the Federation's position on the problems. The screening programme has a long way to go yet, and any member club's input or differing views would be appreciated. It would be best to send these direct to Andrew McClintock.

The Minutes of the last Executive meeting cover important points of interest, the main ones being:

- Help to clubs with a form of group insurance
- A cheap form of vehicle authentication to meet Land Transport needs.

The present service operated by the VCC at \$50.00, which just covers cost, is too expensive and many folk would like an option as to who they pay money to.

There is pressure for an alternative scheme from most member clubs.

The coming AGM will be a forum for good debate on the subject. While lights are the only problem at the moment, other equipment will follow that will need to be authenticated.

Executive member Graeme Letica advised me of a new issue of Land Transport fact sheets. There is a wealth of information given here, and in future additions of FOMcall we will cover the changes on those that effect our vehicles.

I have just received the Minutes relating to the Federation's and VCC's efforts on Heavy Vehicle Braking which for "action points" says Land Transport will consider including the proposed definition of historic vehicles into the rule, and not requiring our vehicles to undergo load simulation testing if they are down rated to a lower GVM

Terry Pidduck

SUBMISSION ON

VEHICLE EMISSIONS SCREENING PROGRAMME

DISCUSSION DOCUMENT

ON BEHALF OF THE FEDERATION OF MOTORING CLUBS (FOMC)

The FOMC represents approximately 90 member clubs from collector car clubs, one make clubs, military and commercial vehicle clubs, motorcycle clubs, tractor and farm machinery clubs. our member clubs cater for vehicles spanning 109 years of production

Dear Vehicle Emissions Environment Group,

Thank you for the opportunity to submit our thoughts on this discussion document and congratulations on a well presented and easy to follow document. Due to the importance of this issue to collectors of heritage vehicles we have asked all thirteen FOMC executive members to study the document and answer the questions you have put to us. So this submission is a consensus of opinion. Our executive consist of collectors of all classes of vehicles catered for and come from a variety of backgrounds including education, engineering, motor trade, oil and fuel consultancy, self employed, transport and white collar workers. As you can see we have a large pool of knowledge to draw from.

I will handle this submission in two ways. First with a written submission and then by answering your questions individually.

Firstly - In the Hon Judith Tizard's forward it recommends targeting the worst polluters, about 10% of vehicles responsible for 40% to 50% of vehicle pollution. The forward also mentions the Government's commitment to ensure the programme is fair and does not unduly penalise responsible motorists. This will be an expensive programme and it's clear the gross emitters (who probably can't afford to tune and maintain their vehicles) won't be able to pay more than anyone else. It will take careful planning to avoid unduly penalising responsible motorists. In our survey the statistic of 10% causing 40% to 50% of the emissions was questioned. We suspect the gross emitters will be 10 to 25 year old poorly maintained low annual mileage vehicles. Was the type and amount of use taken into consideration in formulating this statistic? Don't get us wrong we still agree that these vehicles need to be targeted.

Member clubs cater for historic, heritage and collectors vehicles through to modern vehicles in the case of some one make clubs. The modern vehicles are capable of being used as every day transport and should be treated the same as any other vehicle of similar age and type. This submission will concentrate on heritage and collectors vehicles.

All our executive felt there should be an exemption for heritage vehicles, these vehicles are generally well maintained and kept in a good state of tune. They are seldom used in urban

areas, we prefer to rally them on country back roads. They are sometimes used in parades and displays, school fairs and similar fund raising events. These events don't occur at peak times. Pre 1931 vintage and veteran vehicles would seldom travel more than 1,000 miles (1,600 kms) annually. More motorable vehicles through to 1975 may travel up to 3,000 miles (5,000kms) annually. These are only estimates. There will be exemptions of course, someone may decide to travel to a rally at the other end of the country and others may only attend 4 or 5 events close to home. In a survey conducted in February 2004 it was established from the Palmerston North Vehicle Registration Office that vehicles over 40 years old made up just 1.23% of the total vehicle fleet. These vehicles could be covering as little as 0.006% of the total mileage for all vehicles. Emission testing centres will be busy enough without the added burden of testing vehicles that are having no significant influence on the air quality. The consensus of opinion was to exempt all vehicles over thirty years of age, as this is considered the age a vehicle becomes a collector's item. We realise this would inadvertently encompass some older farm trucks, contractor and tradesman's trucks, but for the purpose of this exercise it would be difficult to differentiate between these and heritage vehicles especially for those doing the emission testing. None of the above mentioned vehicles travel a high mileage and are seldom used in city centres during peak traffic times therefore to exempt all over thirty year old vehicles would be logical.

No mention has been made of tractors and motorcycles. Are they exempt or is this an oversight? We feel motorcycles should be exempt. Air cooled engines must be tested at operating temperature. This only occurs on the road. They would get cold waiting in a queue and can overheat if run on the spot for too long. Motorcyclists already do their bit for the ecology by riding a fuel efficient machine. They should also be encouraged as they reduce congestion and parking problems.

To test tractors that are registered for road use, whilst a tractor on the other side of the fence operating as many hours is not tested, would seem an unfair expense to the conscientious operator and will lead to a failure to re-licence in some cases. The above explanation would equally apply to road construction and road maintenance equipment and ride on mowers. I presume cng and lpg vehicles will be exempt as these are recognised as "green" fuels. Dual fuel vehicles should be exempt as petrol is only used for warm up and in remote parts of the country. 99% of forklifts use cng/lpg and should be exempt. If older vehicles are not exempted traction engines will need an exemption as they are already exempt from regulation 28 of TR1976.

When it comes to bands for emission standards the answers were many and varied. They included age, technology, emission control equipment, catalytic converters, engine size (diesels) type and quality of fuel, purpose for which the vehicle is used, distance covered, manufacturers performance limits, it gets rather complicated.

We suggest keep it simple. 3 categories for petrol vehicles

- 1 Exempt less than 6 year old vehicles and 30 years and over etc
- 2 Carburettor and mechanical fuel injection.
- 3 Electronic fuel injection.

And in the future another standard for vehicles with engine management and catalytic converters (when these become compulsory in this country)

And 2 categories for diesels.

- 1 Older diesels such as Perkins, Lister, GMC etc.
- 2 Modern diesels to the appropriate Euro grading for it's type adjusted to the available fuel.

Fuel and fuel quality was commented on by a number of our executive. An engine will only meet manufacturers specs if the intended fuel is available, e.g, a low compression side valve engine was designed for 66 to 71 octane fuel. It was 71 octane in the 50's, only one grade was available until the introduction of the new 76 octane high grade about 1964. These engines run cleanest on low octane fuel but owner now have to use 91 octane, it burns slower and needs a high compression ratio. In low compression engines it causes burnt out exhaust valves. It still burns reasonably cleanly.

The biggest problem is with diesels. Our fuel is very poor quality by world standards. You can't get a motor to burn as cleanly as the manufacturer intended it to unless the appropriate fuel is used. When we can purchase Euro 4 quality 50 ppm sulphur we can expect cleaner exhausts but we should be aiming at Euro 5 quality at 10ppm sulphur as that is what most modern diesels are designed for. It will cost a lot more increasing the cost of transport and all transported goods. Let's be realistic we may need to trade off air quality against transport costs.

We unanimously supported the hybrid programme but concerns were expressed about people in isolated rural districts. If their local garage can't do the test are they expected to drive (often vehicles that are not fuel efficient) to the nearest town, in some cases over 150km round trip? They used to send an inspector to remote places to do COF checks but it wasn't economic. Would a mobile emission inspector be economic?

With regard to Question 24 Regulation 28 of TR1976, traction engines are the only exemption from the 10 second smoke rule. If not already covered steam trucks with coal boilers should be added. Steam cars burn petrol or kerosene and won't need an exemption, however they don't all have an exhaust pipe. To test would be difficult.

There are other vehicles that were manufactured with total loss oiling systems that will smoke even if set exactly to manufacturers specs. The obvious one is the two-stroke motor, but there are also cars, trucks and motorcycles with what was called a total loss oiling system. This consisted of a measured drip of oil to the motor adjusted until a steady wisp of smoke is visible at the tail pipe. It takes several miles to set of course. You need more oil while making adjustments or your motor will cease. If set for say 35mph and you slow down to 25mph you will have excess oil and smoke. Another known smoky motor is the sleeve valve engine. Oil consumption is inherent in it's design. In years gone by reliability was more important than oil or fuel consumption. We understand that owners of these vehicles can produce a receipt for a tune up within the last six months as an excuse if stopped, but as most if not all owners would know more about tuning their vehicle than

the average motor engineer and they do a very low mileage a six monthly tune is not required. (The oiling system is tuned constantly as they drive). It is felt an exemption would be more satisfactory.

QUESTION 1 - EFFECT ON VEHICLE OWNERS.

A - Concern with the cost in dollars and time.

B - Owners of gross emitting vehicles may choose to continue using unregistered vehicles without a safety inspection. (WOF was a safety inspection, it will now include non safety items of emission and exhaust noise)

QUESTION 2 - EFFECT ON REPAIR INDUSTRY.

A - It will create a whole new industry.

QUESTION 3 - CHARACTERISTICS TO ESTABLISH BANDS.

A - Keep it simple.

1 - Exempt vehicles.

2 - Carburettor vehicles.

3 - Fuel injected vehicles.

4 - Engine management and catalytic converters. (category 4 could be added later)
Diesels.

1 - Early engine design.

2 - Euro standard engine. Consideration to standard of fuel.

QUESTION 4 - ARE POLLUTANTS APPROPRIATE.

Answer - Yes (unanimous)

QUESTION 5 - SHOULD NEWLY IMPORTED USED TESTS BE MORE STRINGENT.

A - A minority of our executive thought they should have a more stringent test. The majority thought the same test as an in service equivalent. It is my understanding they will need to meet manufacturers specs to be imported i.e. all emission equipment fitted and in working order. That should suffice. Once in service treat as any other like vehicle.

QUESTION 6 - DIFFICULTIES IN IMPLEMENTING DIFFERENT PERFORMANCE LIMITS FOR DIFFERENT BANDS.

A - No provided you keep it simple.

QUESTION 7 - BEST APPROACH TO CONTINUED IMPROVEMENTS.

A - Ensure manufacturers send their cleanest engines for new vehicles that our fuel will allow.

B - Ensure the highest spec fuel we can afford.

QUESTION 8 - BEST LONG TERM APPROACH TO IMPROVE DIESEL PARTICULATE EMISSION.

Answer - Same as question 7.

QUESTION 9 - IS THE HYBRID FRAMEWORK THE BEST.

Answer - Yes.

QUESTION 10 - MAIN ISSUES FOR TESTING STATIONS, GARAGES.

A - Testing stations will need to change the entire layout and increase staff.

B - Small garages will have to take on more staff or turn work away. Some may decide not to continue issuing WOF's.

QUESTION 11 - MAIN ISSUES FOR TSDA'S.

A - Establishing original specs for some models.

QUESTION 12 - HOW MUCH LEAD IN TIME.

A- At least 12 months.

QUESTION 13 - DIFFICULTIES FOR RURAL GARAGES.

A- If their customers have to go to town for an emission test they will most likely get their WOF COF while they are there and fill up with fuel. If repair is needed why go back to the rural garage and then another trip to town. It will be fixed in town also. If this results in closure of rural garages the flow on cost could be horrendous, trips to town for all farm maintenance and vehicle repairs, time lost and call out fees at harvest time etc.

QUESTION 14 - OUTSOURCING EMISSION TESTS.

Answer - Same as question 13.

QUESTION 15 - IS SIMPLE TEST BEST.

Answer - Unanimously yes.

QUESTION 16 - IMPLICATIONS OF IMPLEMENTING SIMPLE TEST.

A - Equipment must be to standard calibration.

B - Equipment availability.

QUESTION 17 - EXEMPTING NEW VEHICLES.

A - Two of our executive thought they should be tested from new. The majority thought an exemption for six years. An exemption for a given number of miles was suggested as well.

Conclusion exempt new vehicles for six years if subject to WOF. If COF (high mileage) e.g. rentals, taxis, trucks etc test annually from new.

QUESTION 18 - IF NEW VEHICLES ARE EXEMPT HOW TO MAINTAIN EMISSION STANDARDS.

A - Most will maintain the standard with normal servicing. If anything goes wrong the engine check light will come on.

QUESTION 19 - SHOULD OLDER VEHICLES BE EXEMPT.

Answer Yes. They should be exempt from 30 years of age. Most will be in the hands of collectors and well maintained (they wouldn't have lasted this long without good maintenance) They won't be covering a high mileage. - See written report.

QUESTION 20 - SHOULD OTHER VEHICLES BE EXEMPT.

Answer - Yes. Motorcycles (they don't use a lot of fuel)

Tractors (as only registered tractors would be tested. It would be unfair and could lead to lapsed licensing)

Consideration of exemption could also be given to - Lpg/cng vehicles, dual fuelled vehicles, road maintenance and marking vehicles and ride on mowers.

QUESTION 21 - SHOULD SCREENING BE DONE AT EVERY WOF.

Answer - No. one executive member suggested 18 months, all others suggested 12 months.

QUESTION 22 - SHOULD SCREENING BE CARRIED OUT AT EVERY COF.

Answer -Yes. However if there is no exemption for older vehicles, vehicles over 30 years of age and subject to a COF need only to be tested annually as they won't be covering many miles.

QUESTION 23 - LESS FREQUENT TESTS FOR NEWER VEHICLES.

See answer to question 17.

QUESTION 24 - CHANGES TO REG 28 OF TR1976.

Answer - Yes. Two- strokes and vehicles that smoked from new due to their unique design features should be exempt. See written report

QUESTION 25 - ADVANTAGES /LIMITATIONS.

A - Better fuel quality and less pollution.

B - Will it be cost effective.

QUESTION 26 - ON ROAD ENFORCEMENT.

A - only one of our executive felt limited on road enforcement may be acceptable. All others had reservations and felt it would alienate the public. It could be seen as another cash cow like speed cameras and the disastrous trailing towing weight fiasco.

I personally would be disgusted if I was fined for a breach of the emission regulation say 11 months after my last check if I hadn't travelled very far and was about to have my vehicle tuned ready for it's next WOF. I know it's the owners job to keep his or her vehicle up to standard between inspections but it's not obvious like a bald tyre or a stop light out.

QUESTION 27 - PUBLIC EDUCATION.

A - Ill informed statements like the one in the Christchurch Press on 6th October 2003 headlined "Repair bills loom for smoky cars". It went on to say your 1970's Holden or

similar old car built before emissions became an issue will no longer be allowed to chug on. Headlines and articles that followed confused emissions with the 10 second smoke rule. Articles quoting Hon Judith Tizard that no exemptions will be given and about 10% of the vehicle fleet will have to be repaired or will be taken off the road. All caused confusion and anxiety among heritage vehicle owners.

B - There should be a well informed education programme in a form that everyone can understand and with a good lead in time so that people can prepare for the testing regime. Some people may have to budget for the extra expense especially those on low incomes who may be faced with replacing worn out vehicles if repair is not economic.

C - In the initial stages it may be prudent to issue a WOF if the vehicle passes it's safety check and give the owner 6 months (to the next WOF) to repair or replace as required.

I notice reference to a yellow draft that will be available for public consultation but as we are an especially interested party could we please be considered for consultation at the red draft stage and if so who do we approach to be on the mailing list for this.

Thank you for considering our submission.

Yours sincerely,
Andrew McClintock (submission secretary)

Contact person for immediate communication

Andrew McClintock

Phone 03 338 4049 during business hours.

Fax 03 338 4052

Or write

NZ Federation of Motoring Clubs

PO Box 569

Te Awamutu

attn submission secretary.

Should John Warren have to hang
up the keys to his Nutmeg Executive
because it emits a few more gases
than your Toyhonmaz petrol car
does. Let's not talk diesels!
And John's car is a cracker.



From the President's Desk

In February, Ron Tuck and myself had a meeting in Wellington with the Hon. Harry Duynhoven, the Minister of Transport Safety. The object of the meeting was to maintain the contact with him that was established a year earlier when a delegation from the Federation and Jim Scott, the Australian Historic Motoring Federation President, met with him.

We were well received and discussed a number of topics which included Senior Driver licensing tests, potential 12 month WOF for heritage vehicles, heavy vehicle braking as it affects military and vintage trucks, the proposed rules for off-road vehicles, vehicle equipment (endorsement and authentication) and submission closing dates. All of these matters have been raised at recent executive meetings and were deemed important enough to raise with the Minister.

The matter of 12 month warrants was well received and the Federation has been invited to make a case for the Minister's consideration. Any input from member clubs will be welcomed on this issue. The problem of simulating loads on heritage heavy vehicles has been acknowledged by the Land Transport people and we were assured that they would not be tying down the vehicles with chains as was initially thought.

Our submission secretary, Andrew McClintock, had a serious accident while returning from a motorcycle rally during February. He suffered some nasty injuries, 2 broken collarbones, 2 broken shoulder blades, broken ribs, a fracture to his head, bruised brain, spinal damage and other facial injuries. He was airlifted to Wanganui hospital and placed in intensive care for some days prior to being moved to Christchurch. Fay tells me that he is currently in Burwood hospital and expected to be allowed home in the middle of April. He is now walking with the aid of a walking frame and making good progress.

Andrew will retain his status on the executive for the 2005-2006 year, and we look forward to his recovery.

Jack Hindess

9 April 2005

From the Editors

Just a few pages of information this edition, and a request to all member clubs please to arrange if possible for a representative to attend the AGM in Taupo. An agenda has been sent but another is enclosed. There is so much that your executive would like and really needs to have clubs' opinions on.

More and more rules are being inflicted on our heritage vehicles. These rules are produced in the interests of safety for the transport fleet of New Zealand, and our vehicles just get caught. The Federation aims to keep up with changes, and to keep writing submissions to keep our heritage vehicles 'on the road'.

A lot of misinformation is being peddled around relating to New Zealand being better off than other like countries. This relates to the use of heritage vehicles. Australians, for example, are much better off. While their States are a bit different, it would be great to have their system.

The cost of operating a vehicle with headlights that don't comply will be discussed at the AGM. This rule is muddled thinking by bureaucrats, unless more lights or lack of are added to the rule. At present this just adds a safety concern of a vehicle with dull headlights and limited tail lights getting along a well lit suburban road at 30 kmp, and the fact that some may choose to get a Headlight Endorsement rather than fix the dull lights.

A Land Transport info sheet (attached) explains the rule clearly, but does not mention costs or the very small number of vehicles affected.

Terry Pidduck



This information summarises certain legal requirements. **It is not legal advice and may be altered without notice.** Before acting on the information you are advised to refer directly to the appropriate legislation and/or take professional advice. Note that Land Transport New Zealand doesn't endorse or guarantee, or accept liability for reliance upon, any other organisations or individuals linked or referred to, or the accuracy of their information.

Infosheet 2.03 revision 1

Date: 27 February 2005

Revision: 1 ([Revision history](#))

From: Safer Vehicle Policy

Lighting Equipment Endorsement on Vintage Car Club Vehicle Identity Cards

Situation

On some historic vehicles, such as vintage and veteran vehicles, the lighting equipment doesn't meet the requirements specified in *Land Transport Rule: Vehicle Lighting 2004* (the Lighting Rule). The rule allows such vehicles to be certified for use on the road subject to the conditions of a Lighting Equipment Endorsement issued by a recognised organisation on a Vehicle Identity Card.

Clarification

Land Transport Rule: Vehicle Lighting 2004 (the Lighting Rule) recognises that some vintage and veteran vehicles were manufactured without lighting equipment, or were manufactured with lighting equipment that does not comply with the rule. Examples are acetylene or kerosene headlamps on veteran vehicles.

The rule allows such vehicles to be certified for use on road subject to the conditions of a Lighting Equipment Endorsement on a valid and current Vehicle Identity Card issued by a recognised organisation. The Vehicle Identity Card with the endorsement should be kept with the vehicle at all times when it's driven on the road. The operator of the vehicle must meet the conditions specified on the endorsement, which can be enforced by the Police.

This system was trialled during 2003 and 2004, and was limited to only one type of lamp, the headlamp, and only one type of Vehicle Identity Card, that issued by The Vintage Car Club of New Zealand (Incorporated) ("The Vintage Car Club"). The rule (under 1.4(4)) will allow other items of lighting equipment to be covered in the endorsement, and will also (under 13.7(b)) allow other organisations to be recognised by the Director as having expertise in the lighting requirements for historic motor

<http://www.landtransport.govt.nz/publications/infosheets/infosheet-2-03.html>

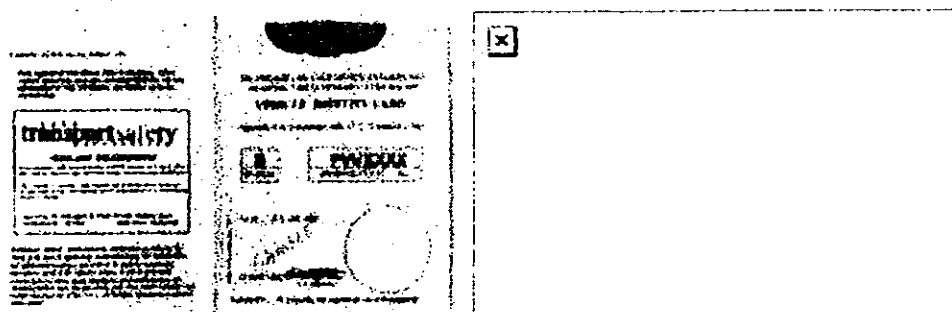
vehicles.

At present The Vintage Car Club remains as the only organisation that can issue Lighting Equipment Endorsements. If the vehicle has a Lighting Equipment Endorsement on the back page of its Vehicle Identity Card (issued by The Vintage Car Club), the vehicle may be issued with a Warrant of Fitness, subject to the conditions on the endorsement.

Contact details for The Vintage Car Club are: National Office, PO Box 2546, Christchurch, telephone 03 366 4461, fax 03 366 0273, or email admin@vcc.org.nz.

What does the Endorsement look like?

Two different forms of the endorsement are recognised, depending on whether it was issued before or after the application date of the Lighting Rule, 27 February 2005. The layout of the Headlamp Endorsement (issued until 27 February 2005) and the Lighting Equipment Endorsement (issued on or after 27 February 2005) is shown in the diagrams.



Conditions for Lighting Endorsement (Headlamps)

Although the rule allows other items of lighting equipment to be covered by an endorsement, the details and conditions of operation have so far only been covered for headlamp endorsements. This infosheet will be amended as more information comes to hand.

There are three headlamp endorsement conditions and one or more of them may apply to a particular vehicle.

Condition (a)

- *The vehicle is not fitted with headlamps and therefore must not be operated on the road during hours of darkness or in conditions of poor visibility.*

This covers vehicles manufactured without headlamps.

Condition (b)

- *The vehicle is fitted with headlamps that have a limited performance and therefore the vehicle may only be operated on the road during hours of darkness, or in*

conditions of poor visibility, provided that the dipped beam(s) of the headlamp(s) is/are able to illuminate the road and substantial objects on it at a distance of at least 30m ahead and the vehicle is operated at a speed of less than 30km/h.

This covers vehicles manufactured with headlamps that aren't bright enough to meet the requirements in the rule.

Condition (c)

- *The vehicle may have headlamps that are of a non-standard configuration because it was originally manufactured with that specific equipment.*

This covers vehicles manufactured with headlamps or headlamp configurations that aren't standard today (eg a centrally mounted high-beam headlamp).

Action

If you own a historic motor vehicle that cannot meet the lighting requirements in the Lighting Rule, and that therefore would not meet the requirements for a Warrant of Fitness, it is suggested that

- you contact The Vintage Car Club to find out if the vehicle is eligible for a Vehicle Identity Card with a Lighting Equipment Endorsement;

and

- if the vehicle is eligible, that you obtain the endorsement before you present the vehicle for its Warrant of Fitness inspection, to avoid inconvenience or extra cost.

The Vintage Car Club can also advise you if you own a historic motor vehicle that cannot meet the lighting requirements in the Lighting Rule and that has not yet been inspected for entry into the New Zealand fleet.

Contact details for The Vintage Car Club are: National Office, PO Box 2546, Christchurch, telephone 03 366 4461, fax 03 366 0273, or email admin@vcc.org.nz.

Infosheet series

**Land Transport New Zealand
Ikliki Whenua Aotearoa**

Cover Car

You should all know which car it is and we need to thank the Victorian Club for supplying us with the idea, and the picture.

In case you are unaware of this car it is the star of that famous Evan Green book, *A Boot Full Of Right Arms*. The story of the 1974 World Cup Rally.

The Club has a loan copy if you wish to read it. Contact Don Alexander to arrange supply, or if you really want your own copy contact Rob Jones.

The Central Group has a copy in very good condition for sale at \$50 plus postage.

The Oz Trail

Westwords 3/05 Another great issue with profiles of great men, John Bryson and Mick Le Cocq. National and international exploits exposed. Excellent reading! Leyland history with a difference, this time, taken from the www.austin-rover.co.uk site. Take a look! Along with the usual snippets of info' photo history's and events notices this gives us an issue that took me more than one bus trip to work to read!

The Leyland Post 11&12/04 Surely your cover car is Geoff Ogilvie's? Whatever, good luck with your racing adventures. Big feature on Marina 6 racing and development history. The annual event calendar and a member satisfaction survey.

1&2/05 Colour lives, especially with the wide range of photos used in "Photo Frenzie" and elsewhere. We have members cars, ULP debate, news on the latest racing classes suitable for all P76's and who's going racing. A bit of Leyland history and some myth and discussion on how best to disseminate all the tech tips.

Queensland 3/05 Plenty of events with seemingly good member support. Lots of photos. Trost family collection features along with some other cars. What is that car next to the Force 7V?

PARTS NOTE: Pedders rear shocks Part Number GSR9034. A new parts source. Thank you Adrian.

South Australia 3/05 Lots of Australia Day photos, clutch tech info, Jason B's story and P76's at the last drive in movie to be held in your area. Great HOTO cover car – love that colour.

Worts 'n All Country P76 Club 3&4/05 You have P76's for sale on car yards! Very rare! Good cars too. National Rally registration forms and meeting minutes that discuss preparation. Story of a club visit to Reg Morrissey, Club Patron and long retired local Leyland dealer. One of the cars he sold is in the Club, still in the area after all these years.

Victoria 3&4/05 I like the new back page – to hell with political correctness and metrosexuality – us men are back! *(You will notice this page promoted to our cover!)* The Bryson story and several of Jilden's tech tips fill this issue along with event reports and lots of newsy bits from Michael. Well put together. Give your local British Car Club the flick. Access to their show shouldn't be such an issue and all to soon members will not want to go anyway. And I'm President of our local BCC! But that can't be as daunting as being Event Director of ROBOWARS AUSTRALIA like Rick is. We all wave other banners, behind the Leyland one that is!

Get out and enjoy your P76 on the roads where it belongs. To quote that famous Victorian, Rick Perceval, "Remember, the only person your car impresses in **your** garage is you – on the road it impresses everyone"

Event Notices

Wellington Sunday May 15 Hosted by the Daimler Enthusiasts Club; you can partake of a PHOTOGRAPHIC RALLY around Wellington. You will need a pen, paper, Wellington street map and a sense of humour. More crew in the car the better.

Meet at the self-service Caltex Station on Hutt Road for a 1.00 p.m. departure. Afternoon tea will be available at your cost at the end of the rally.

Report in to organiser Roy Tilley on 04 566 0850 or email rmt@extra.co.nz

Christchurch Sunday May 15. Meet at the Belfast Hotel carpark at 1.30 p.m. From here we will travel in a north/northwest direction and ultimately end up at Pukeko Junction Café in Leithfield for afternoon tea at 3.00 p.m.

Contact Betty or Fleming on 03 322 9397 or email betty.fleming@inet.net.nz

Inter Group Events

Coast to Coast Centre Island Meeting. It is happening on a beach far from most of us sometime in Oct/Nov so keep your eyes peeled for more information in July. The organising continues!

AA Classic Rally, Napier Oct 31 to Nov 5 2005

A national experience not to be missed. See entry form in the last Penzed.

And for those of us who like to plan ahead, have wonderful holiday experiences with nice people, cool cars and in the best of surroundings we bring you notice of the 2006 Annual General Meeting. This is largely an excuse for a bloody good holiday in the uppermost parts of New Zealand.

Plan your late summer experience of a lifetime (*how many of us have been before? – 1983 for me!*) around a couple of days with your Leyland friends and then have a week or two touring with the family. You Australians are welcome to join us too!

National AGM March 17 – 19 2006 Whangarei Northland

There is more than anyone will be able to fit in. Later we will publish Registration forms giving a full itinerary and offering activities to cater for the holidaying needs of members and visitors alike. You will not regret being part of this event.

Scenery History Beaches Forests Industry Leyland's Friends Food

It is highly unlikely that you will need the heater in your car in Whangarei. It's more likely you will wish for air conditioning. Consider then, the difficulties early motorists faced in heating themselves and their cars. These are illustrated on the next page, thanks to the DECW.

March 2005

OKAY, WHO'S GOT THE HOT WATER BOTTLE?

Ancillary Equipment - Part Seven

By Dave Bray

In the days before motorised transport the only way in which to provide warmth to the interior of a carriage was by way of some portable heater - usually by way of a stone hot water bottle or hot bricks wrapped in cloth or even solid-fuel burners of one sort or another.

One early device, which was still being turned out as late as the 1920s was the Clark foot-warmer, a corbel-covered metal box with a drawer in the side into which special coal briquettes were placed. It was claimed that there would be discernible heat emanated by such a device for up to 12 hours.

It was soon realised that there was surplus heat going to waste from the water in the cooling system and the first successful use of this seems to have been in the 1897 Constat-Daimler in which a hot water pipe was run across the foot board; probably not too difficult a thing to achieve with the radiator itself being right under the seats, though control of the temperature may have been problematical.

Heaters were not standard fittings in cars for many years - we certainly had a 1962 Ford Anglia 105E without one - and it was as late as 1930 when an Illinois man came up with the idea of fitting a small radiator inside the car, running radiator water through it and distributing it with an electric fan. Only one year later, Clayton-Dewandre produced such a device as an after-market accessory which could be fitted to most cars.

The Brickly method (illustrated) provided a steady supply of exhaust-heated hot air into the car - seemingly not controllable in any way. Since cars were generally open in those days, maybe that wasn't too much of a problem, and it appears to me that the risk inherent with exhaust fumes entering an open car were somewhat less than the dangers posed by any malfunction of the steam system also shown.

One of the earliest vehicles to have a Brickly-style heating system as standard was the late-30s KDF (later to be called Volkswagen) Beetle, in which air was passed over a heat exchanger on the exhaust manifolds, ducted forwards through cavities in the bodywork. The distribution was controlled by cables to the exhaust and a variety of flaps in the passenger compartment. While a good system in theory and in practice, it necessitates excellent maintenance of the plumbing if exhaust and particularly engine oil smells are not to accompany the warmth!

The performance of this type of heater varied according to engine revs. and so on, and both VW and Panhard also utilised a petrol-fired heater under the bonnet in addition to the exhaust system. These are now considered a very desirable accessory by VW folk and are easily spotted when fitted as they necessitate a separate exhaust pipe of about 20/25mm diameter in the same area as the normal exhaust outlet.

Once heating became standard, and the perils of ducting exhaust gases through a car became known, manufacturers began picking up the air from the high-pressure area in front of the windscreen and passing it through a heat exchanger (radiator) behind or under the dashboard, and eventually diverting it to passengers or windscreen demisting by choice.

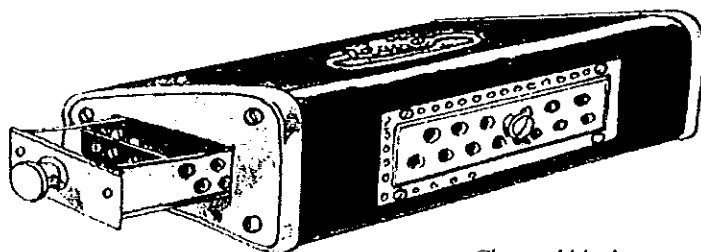
The Vauxhall of 1954 was an early example of this facility, and any developments from that day to this have been ones of detail only.

Now, why was the heater in our V8 Daimler so darned hopeless?

Reference:

"The Bosch Book of the Motor Car"

"Dyke's Automobile & Gasoline Engine Encyclopedia"



Charcoal blocks were used in this Clark foot warmer of 1920.

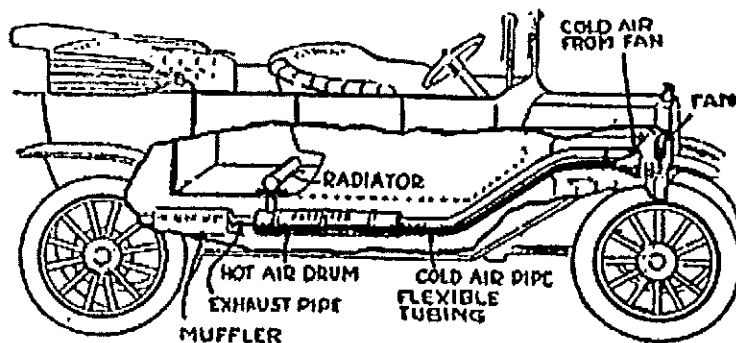


Fig. 42. Hot-air method of heating a car.

Steam Heating¹

With this system heat is utilized from the exhaust to generate steam. Temperatures in the exhaust pipes range from 350° to over 1,400° F. The parts of this system are shown in Fig. 3.

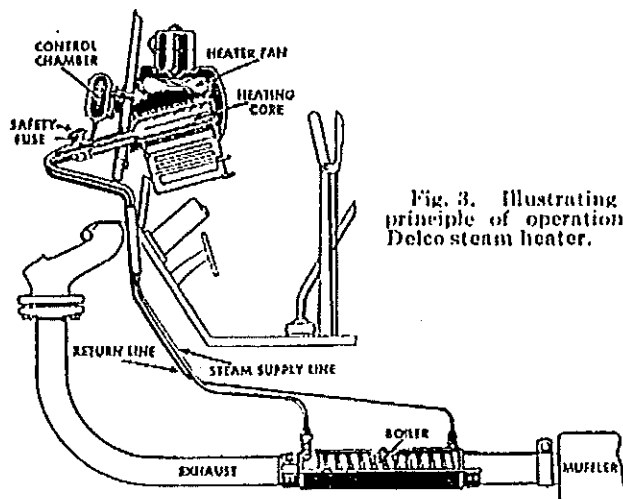


Fig. 3. Illustrating the principle of operation of Delco steam heater.