

The GBZ Newsletter

Volume 1

January 2003

Number 4

New Year, New Issue, New Editor...

The long awaited issue of the GBZ newsletter is at last here. Not as fat as previous issues but I can promise you, as the new Editor, that this will mean they will be more frequent!

And of course these pages continue to be made for members by the members. So if anyone has an article they want to contribute, photographs or want their cars to be featured then by all means contact us as soon as possible.

In this modern age we can scan photos take digital photographs and even type up the articles for you. Have Fun!, **Ed.**

The President Speaks

There is an old adage that says, 'better late than never' and this certainly applies to the latest issue of the GBZ.

Having voted in a new committee, it was decided to re-assign duties and responsibilities in order to spread the workload more fairly among the committee members. I am glad to say that this has now happened and we have a new Editor in the person of David Risso who will now ensure that the GBZ is produced and circulated regularly.

Many members, both locally and from abroad have,

contacted me to enquire about the newsletter, which they claim to enjoy. I can only apologise for the delay but would ask you to bear in mind the tremendous amount of work that is involved in producing a publication like ours, humble as it may be. I would urge members to contribute to its survival and success by sending in articles, photographs and any material that might be of interest. This you can do by handing it to David Risso – who is at Safeway's most Sundays – or posting it to the club address at Francis Garage, 4 South Barracks Road, Gibraltar.

We look forward to hearing from you. Regarding forthcoming events, I would ask you to pencil-in the following dates:

***Friday 28th February - visit by a veteran car club from Málaga**

***Thursday 1st May - Visit by the Morgan Club**

***Saturday 17th May 2nd Gibraltar Rally**

***Saturday 21st June - Visit by an Austin 7 club from UK**

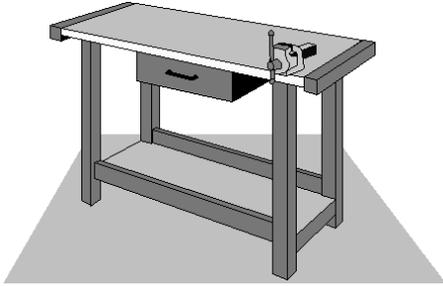
More details on these events nearer the date but please remember to use the 24 hour information hotline which enables members to keep up-to-date with club news and events. The number is 54002777. The two main issues which the Association has been dealing

with over the past year, that is, premises and classic vehicle legislation, still remain pending. The apparent delay in moving on with these two issues has been a source of disappointment to many members as well as to the committee who see an element of Government -encouragement and assistance as crucial for the continued development and enhancement of the classic movement on the Rock.

A further meeting with Mr Holliday is scheduled for mid-February and I then hope to be in a position to report positively on the above issues. Once again, I'd like to point out that Mr Holliday has been receptive to our suggestions and any information requested from us by his department has been furnished promptly. We await developments. What of the future? Well, we are all looking forward to the second Gibraltar Rally in May and I hope to count on your support and help to make this event an even bigger success than it was last year. Preparations are now underway and you will be hearing from us in due course. At a practical and visible level the classic fleet continues to grow with Derek Sene's split screen Morris Minor and Stephen Schacaluga's Daimler Special Sports having just arrived. To finish off, allow me to urge you not to be disheartened with the slow progress regarding the issues that affect us. I end as I started...another saying...'las cosas de palacio John Ferrary.

First tools and machinery for GCVA workshop

We are delighted to announce that the first important pieces of equipment for the proposed workshop have now been made available to the Association. A milling machine and lathe, which had been recently decommissioned at Bayside School, were made available through the Department of Education for use by GCVA.

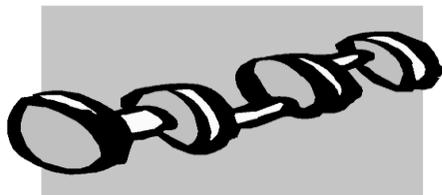


At a recent meeting with the Minister for Tourism and Transport our ideas for a transport heritage centre were put to Mr Holliday. It is envisaged that part of this centre should house an area for maintenance

and on-going restorations. It is fortunate that we have within our number some qualified and experienced machinists who are willing to share their skills with the rest of us and it is hoped that this equipment, together with a bench drill that we have purchased, will allow us to carry out 'in house' work that would otherwise have to be undertaken commercially.

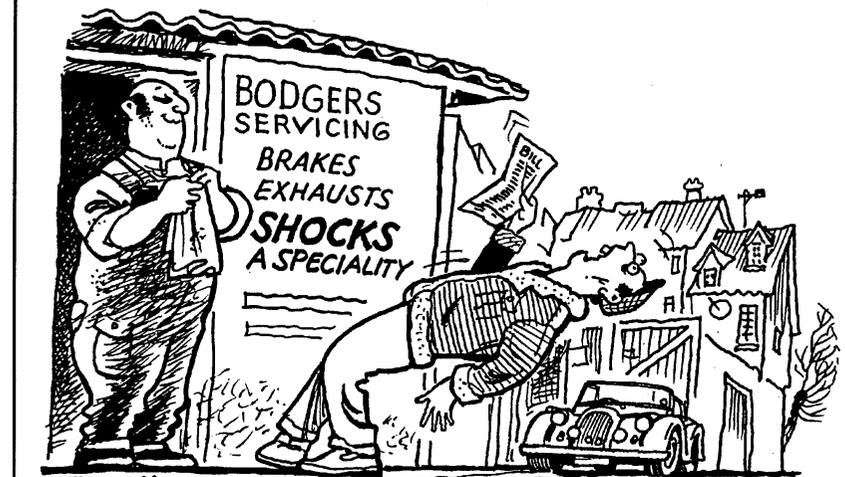
After having to hire a fork-lifter and heaving and pushing we were able to remove the machinery and place them in the temporary storage site that the Tourism Board has very kindly put at our disposal.

A word of thanks must go to Bayside Headmaster, Mr Ivan Navas, for supporting our request and to Education Director, Mr Leslie Lester, for promptly making the items available to us as well as providing us with transport. Club member Denis Darham deserves our appreciation for all his advice and hard slog in transferring our first assets.



World Record – and British!

CARTOON CORNER



Safeway Meets

Members are reminded of the first Sunday of the month meets at the Safeway carpark. This provides club members an opportunity to keep in touch and abreast of what is happening in the classic car world and you are encouraged to come down for a coffee and a chat.

I you know of anyone who is interested in our hobby why not ask them to come along – we are there as from 10.00 am

GCVA member Nick Hinton (who owns that very attractive red E Type) has sent us a copy of an article that he prepared and originally appeared in the Jaguar Drivers' Club magazine in October 1998

On hearing that a world record attempt on water was starting and finishing at Gun Wharf, ex-Royal Naval Dockyard –Gibraltar, the possibility of obtaining a photograph of vessel and Jaguar in similar vein to the famous XK150/Blubird picture sprang to mind.



More particularly, a British classic design and a British innovative design side by side could not be missed. The photograph proves the point and was taken one hour after the Cable and Wireless “Adventurer” berthed, having broken the World Record, and being the first powered vessel to circumnavigate the world in under eighty days.

The previous record had been held for thirty-eight years by the USS Triton nuclear powered submarine when it managed the 26,000 mile (submerged) journey in 83 days, 9 hours and 54 minutes in 1960. The “Adventurer” clocked 74 days, 20 hours and 58 minutes, leaving Gibraltar on 19th April and returning on 3rd July 1998.

Main sponsors for the event were Cable and Wireless plus BP Marine, with Vosper Thornycroft designing and building the



stabilised monohull. The crew became rather irate when the vessel was described as ‘a trimaran’.

The hull design is exceptionally long but very narrow in the waterline beam, thus needing outriggers/stabiliser floats for typical ten feet wave capability. This hull (unstabilised) design was first tested by Sir Charles Algernon Parsons with his steam-turbine torpedo-boat “Turbina”, which achieved 35 knots at the Spithead Review of The Grand Fleet for the Diamond Jubilee of Queen Victoria in 1897 and much to the horror of the Admiralty who still thought the Cutty Sark was pretty quick!

Owing to the crowds that turned up at Gun Wharf minutes after the

The following comparisons are offered

Detail	Jaguar E Type	“Adventurer”
Designed	Late 1950s excl. engine	Late 1990s excl. engines
Power	Single 5.3 litre V12	Twin 8.3 litre V8
Fuel	98 octane petrol	Diesel
Output	Mod’d about 300 bhp	Each engine 146 bhp
Max speed (knots)	126 +	26
Range (naut. miles)	190 (max)	3,500
Length (feet)	15	115
Crew	1	11
Ground Clearance	4 inches	Yes * (see Footnote 7)
Wave Capability	From passers-by	10 + feet
Weight (tons)	1.55	Guess 200
Cost when new	£3,319	Guess £2M +

picture was taken, it was not possible to obtain many technical details on “Adventurer”, but those that were make an interesting comparison with The E Type, which was, after all, principally designed around and before the date that the Triton set the record – now demolished by a British concept, design and project-managed piece of hardware – as was the sports car world some three decades ago by another British outfit!

- 1 This vessel was found to ‘skip’ the waves in mid-ocean, the crew spending as much time in the air above their bunks, as they did lying in them.
- 2 The Jaguar (owned twelve years) was originally XFJ 757K, then 56 RAF, then NH 0899. Now registered G 649 it was built on 29th February 1972 and is chassis IS1260.

David Risso becomes GBZ Editor

As a result of the election of the new committee and subsequent re-shuffling of responsibilities, David Risso has very kindly agreed to assume responsibility for the Association's newsletter, the GBZ. Until now, David had been the club's Treasurer, a post Tony Collado is now undertaking.



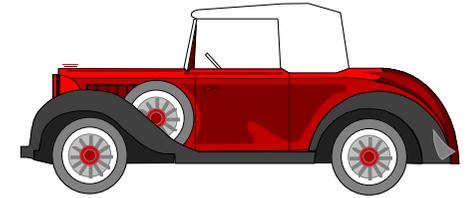
We are all agreed that the Newsletter serves a very important function in helping to keep members in touch and informed about club activities BUT we must all co-operate with the

editorial staff in providing material that can be used for publication.

David can be contacted on 48882 and anything of interest can also be faxed to 72033. The Association also has an e-mail facility that can be used to send in news items: gibclassic@gibnynex.gi

Annual trip to Rute

The very popular outing to The Rute Classic Car Fair took place on SUNDAY 26th JANUARY.



John Canepa, who has now assumed responsibility for club outings, arranged this meeting. Which this year was partly sponsored by the Gibraltar Classic Vehicle Association.

Fantastic weather made the journey very enjoyable. There were very similar items and cars to last year making it all a bit the same as last year- but some very interesting cars there nevertheless – especially a previously Gibraltar registered Singer – which then had stayed in San Roque.

For further information of upcoming events call John Canepa on 75294 or the GCVA Hotline on 54002777

An Appeal...

Could owners of Classic Vehicles, who are in the process of restoring them, please contact the Editor or contribute to this column by supplying photographs or write ups of their projects?

No need for a lengthy script! Just a few notes on the history of your car, bike, van, bus or truck with any anecdotes or experiences during the restoration that can make interesting reading for other owners. We can even come to you and take the photos!

The Editor would, however, be very pleased to receive a one or two page article should you so be inspired. Articles or letters from wives are also welcome describing their views on the other half's hobby, though these will only be accepted if they are humorous in content and with the husbands permission, constructive criticism might be censored and nothing said against this sacred hobby.

We know there are some restorations going on out there, so.....

New

Committee

President: John Ferrary

Secretary: Darrell Farrugia

Treasurer: Tony Collado

Membership Secretary: Mark Dellipiani

Stephen Sciacaluga

David Risso

Francis Mena

Derek Sene

Stephan Nicholson

John Canepa

Regalia:

Now that the weather has become cooler we have
Sweatshirts in racing green with our club logo
available, the price is £16.00

All enquiries to Mr Stephan Nicholson on 44643

Getting to know your car...

Having only just spent some time correcting a misfire on his Sixteen, the editor thought that you might like to share some notes on the matter taken from the Practical Motorist of Friday 30th May 1936...

Statistics show that breakdowns due to ignition failure or trouble are appreciably fewer than they were a few years ago, but they still rank fairly high in the list of difficulties experienced by motorists on the road. Coil-and-battery ignition is today almost universal, the magneto having been replaced in the majority of cases.

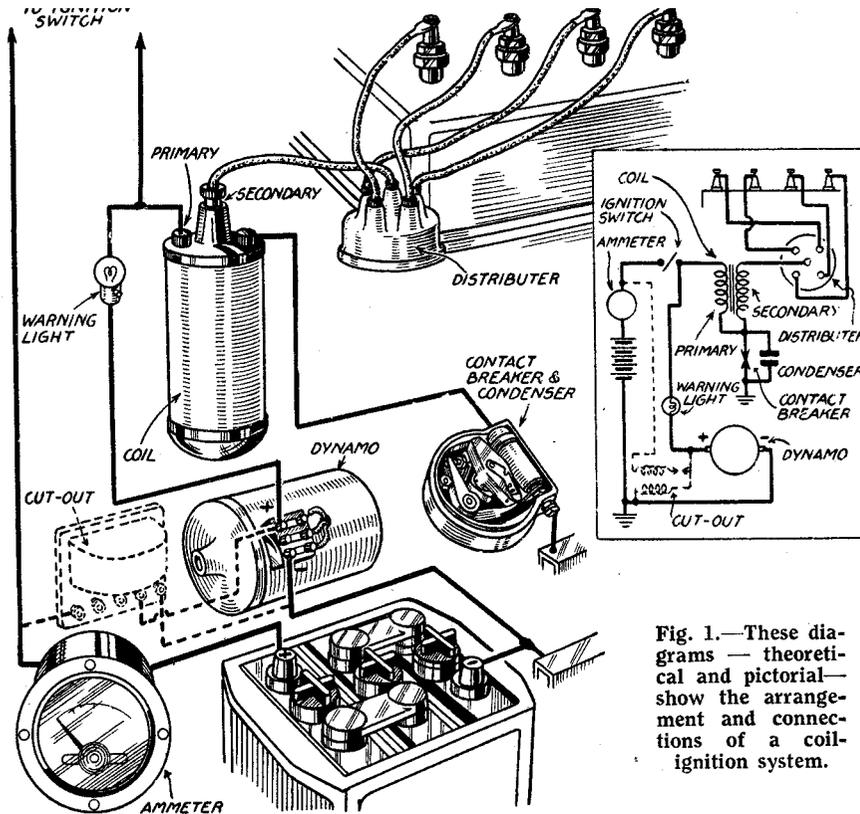


Fig. 1.—These diagrams — theoretical and pictorial — show the arrangement and connections of a coil-ignition system.

In order to be able to trace and rectify any fault that may arise, it is well to start by having a thorough knowledge of the principles upon which the coil system operates, as well as to understand the connections between the various pieces of associated equipment.

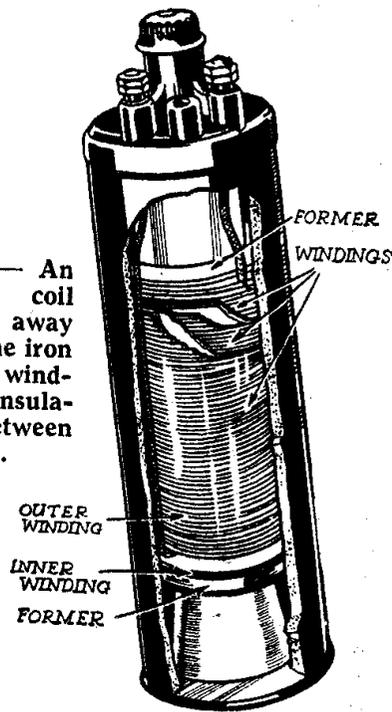
The ignition system is shown in Fig 1, where it will be seen that the coil has two windings, primary and secondary, one end of each of these being joined together. One end of the primary winding is connected to the ignition switch, the latter also being joined to the positive terminal of the battery, through the ammeter. The terminal of the coil which is connected to the junction of the primary and secondary windings, is joined to one side of the contact-breaker in the distributor, the other side of which is connected to the chassis, and thence to the negative terminal on the battery.

The second end of the secondary winding is connected to the centre terminal of the distributor, and is thus connected in turn to each of the sparking-plug terminals by means of the rotating arm. There is a fixed condenser across the terminals of the contact-breaker, but the purpose of this is merely to act as a 'buffer' for the fluctuating current, and stop to prevent sparking at the contact points; sparking tends to damage the points as well as to make the spark at the plugs points erratic.

Stepping up the voltage

The coil itself is obviously the heart of the circuit, and the purpose is to 'step-up' the small voltage of the battery to several thousand volts. It consists essentially of the two windings previously mentioned wound on a core of iron strips, with very thorough insulation between the two windings and between them and the iron core. Fig 2 shows how the coil is made, and it can be seen that the construction is perfectly simple, despite the fact that there are many thousands of turns of very fine wire on the secondary. The primary winding comprises comparatively few turns of stouter wire, which has a fairly low resistance.

Fig. 2. — An ignition coil partly cut away to show the iron core and windings with insulation between them.



Warning Light

A point which has not yet been referred to is the arrangement of the ignition warning light, the purpose of which is to indicate when the ignition is switched on, and so to avoid the possibility of its being left on when the car is out of use: if this were to occur the battery would be slowly discharged. The lamp is joined between the end of the coil which is connected to the ignition switch and the positive dynamo

terminal. On the car these connections are actually made to one terminal of the switch and to the terminal D on the dashboard-mounted switch assembly.

Provided that the contact-breaker points are closed, current flows from the battery, through the primary winding of the coil and through the contact breaker. Additionally, the warning lamp lights up because the cut-out contact points are open so that the lamp is connected to earth through the dynamo and shunt winding of the cut-out. When the engine crank is rotated, the points of the contact breaker are caused to open and close, with the result that there are surges of the current through the primary winding of the coil. But every time one of these surges takes place there is a corresponding surge in the secondary winding, although this is of a considerably higher voltage and lighter

current. This high voltage is sufficient to jump across the gap between the sparking-plug points and so produce the required spark.

Faults and Remedies

Possible faults with the system are: failure of the warning lamp to light when the ignition system is turned on, failure of the engine to start (when it is known that everything else is in order), misfiring of one or more of the plugs, general erratic running at higher engine speeds, and back-firing and stopping of the engine after first starting. Now that the general principles are understood, it should not be difficult to localise the fault, and once that has been done it is seldom difficult to apply the appropriate remedy.

If the warning lamp does not glow, first turn the engine with the starting handle, because the reason might be that the contact-breaker points are open. If this does not make any difference and it is found that the engine will start, it will be evident that the bulb is simply worn out and in need of replacement — see that the new bulb is of exactly the same type as the old. When the engine will not start, the faulty might be due to the battery being run down. In that case it might be able to start the engine by hand, although not with the starter motor; the reason is that the motor imposes a heavy load on the battery that there might be insufficient current left to energise the coil. When the battery is so badly run down that the that the warning light does not glow and the horn fails to operate, it is often necessary to have a replacement battery fitted. But this may not always be possible; when on tour, for example. Then it will generally be possible to effect a start by running the car down a hill with second gear engaged and the clutch out, smoothly letting in the clutch when a fair speed has been attended. The ignition switch must be left on in the meantime, so that when the engine turns at a fairly high speed, the dynamo commences to charge the battery and so provide current for the coil. Once a start has been made, the engine should be kept rev-ing for a shore time, so that a small charge is given to the battery.

When this method cannot be employed, it is often possible to use an ordinary flash-lamp battery for the ignition circuit. The method is to disconnect the

positive battery lead, hold this against the short metal contact strip of the battery, holding the long strip against the chassis or other metal part. The engine should then be cranked, and as soon as it starts the throttle should be opened, after which the positive battery lead can *very quickly* be slipped into place. In doing this it should be ascertained that the lights or other electrical accessories are not switched on, because they would be damaged by the excess dynamo voltage developed with the battery out of circuit.

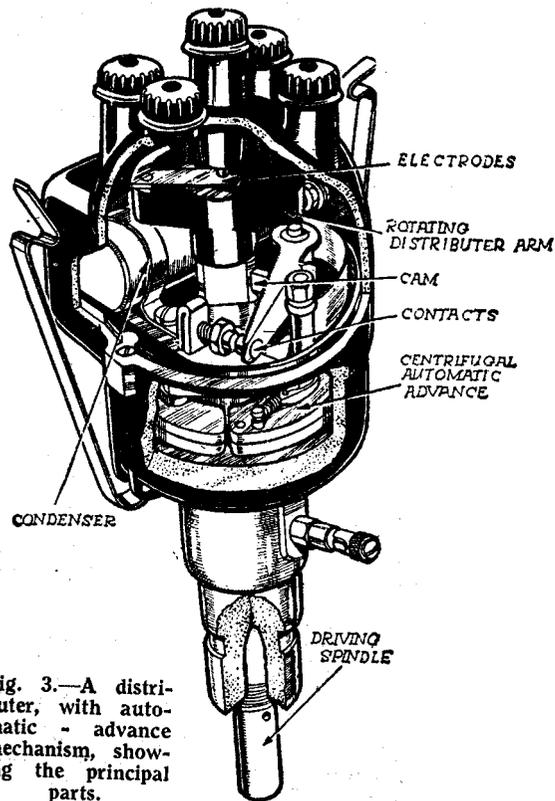


Fig. 3.—A distributor, with automatic - advance mechanism, showing the principal parts.

Contact Breaker

When the battery is in normal condition, impossibility of starting might be due to the contact-breaker points being wrongly set so that they fail either to open or close, or to one of the leads to the coil being disconnected or damaged. Additionally, of course, there is the possibility of the coil being faulty, but this is so remote that it need scarcely be considered.

Remove the distributor cover and see that the contact-breaker arm is not sticking, due to tightness of the fibre brush or to the spring being broken, and then set the gap to approximately 20 thou. If the arm is stiff, remove

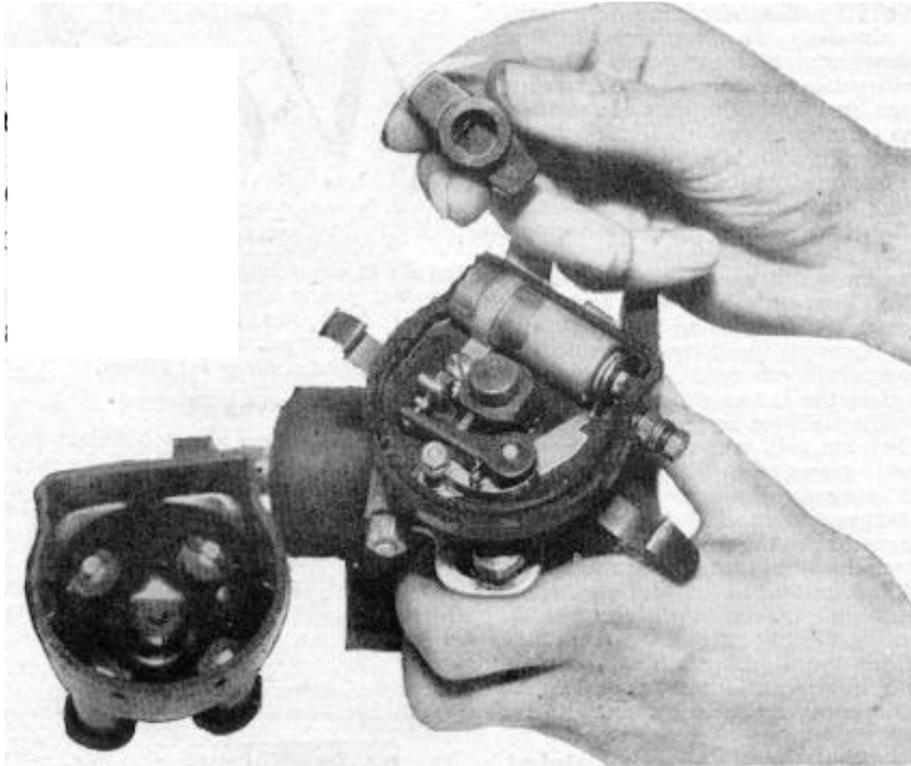
it, thoroughly clean the mounting pivot and rub a little black lead over it: oil should not be used, since it will cause the fibre to swell. When the spring is broken, a makeshift repair can sometimes be made by bending the longer portion or by packing a wedge of soft rubber behind the arm.

Next see that the carbon brush in the centre of the distributor cover is in order and that it is free in its guide, being pushed forward by the spring behind it. Also see that the metal contact plate on the rotating distributor arm is clean so that it makes good contact with the brush. If the warning light can be seen to flicker when the engine is slowly turned by hand, and yet the engine will not start, it is the high-tension circuit which must be examined. First remove the lead from the centre of the coil to the centre of the distributor and hold it about one-sixteenth inch away from the cylinder block (not near the carburettor) while the engine is turned. Sparks should take place – if not, the lead should be taken away from the coil and the connection remade, or the wire replaced.

When a spark does occur, the connection must be remade to the distributor, preferably by removing the rubber insulation from the end of the lead to expose a new length of wire. Intermittent firing and running of the engine might be due to the condenser being defective, and this will be suggested by the contact points being dirty or covered with a blue film. A replacement condenser will need to be sourced. When the condenser cannot be suspected although sparks are obtained from the coil, the plug leads should be examined and doubtful ones replaced. They will be known to be defective if faint sparking takes place between them, or if the rubber insulation can be seen to be perished.

Misfiring

Erratic misfiring or back-fire when starting often points to the ignition timing being incorrectly set or to the automatic advance mechanism being stuck in the advance position. The former question has been dealt with before, and the latter can be checked by removing the distributor cover and attempting to move the distributor backward and forward. If it is very stiff or will not move, the contact-breaker arm must be removed to gain access to the weights, which can be eased and lubricated.



Very occasionally it might happen that the ignition switch is defective, and this would put the whole system out of action. This may be suspected when the other tests yield negative results, whilst the battery is sufficiently well charged to operate the lamps. A test can be made by taking a wire from the terminal of the coil marked SW to the positive terminal on the battery or to the terminal marked A on the cut-out and fuse box. If the switch is faulty it will be necessary to have it corrected at a Lucas service depot. **(Does anyone know where the nearest one is located? Ed.)**

Morris

INTERPRET THE OXFORD DICTIONARY

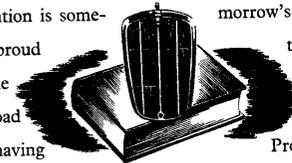
The Oxford Dictionary Defines

REPUTATION as GOOD FAME

The MORRIS interpretation of REPUTATION is this:

Reputation is a possession beyond all price. It can be earned. It can be deserved. It cannot be bought . . . unless you pay with the coin of honesty, integrity and fair dealing.

Once earned, a reputation is something of a burden. A proud burden, certainly, but one which imposes a heavy load of responsibility. For having



once established a "good fame" in the minds of men, your product must never deviate one iota from the standards of quality which have built up that reputation.

Rather must every nerve be strained to improve the work of your hands. Always is it necessary to keep in the forefront of your mind the axiom that to-day's best is to-morrow's commonplace. With a reputation to guard, there must be no resting on your laurels. "Forward" must be the cry.

Progress must be the watchword . . . and that is why, high as the MORRIS reputation has always stood, every car that leaves the works but adds to the MORRIS "good fame."

MORRIS MOTORS LTD.

COWLEY, OXFORD

Chairman: Viscount Nuffield

Sole Exporters: Morris Industries Exports Ltd., Cowley, Oxford, England

MENTION OF THE MORRIS OWNER ENSURES PROMPT ATTENTION TO LETTERS.

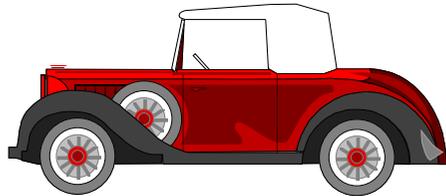
Practical Motorist 30th May 1936

Exhaust Emissions – a load of hot air?

GCVA members continue to experience difficulties when presenting their classics for examination at the new MOT test centre.

John Ferrary

I think everyone agrees that it is in our interest to maintain our vehicles in a roadworthy condition since our safety and that of other road users is paramount over any other consideration. For this reason GCVA welcomes the opportunity of having our vehicles tested periodically so that any faults that might render them unsafe can be rectified. However, it only stands to reason that classic, veteran and vintage cars should be examined in a manner that is sympathetic to their age and typical usage during the course of the year.



Most, if not all, enthusiasts spend a considerable amount on the purchase of their classics. Proportionally, far more time and money is spent on restoration and maintenance of these old cars

than on the upkeep of our modern cars. I don't know of any enthusiast, apart from Mark Maloney, who has purchased a classic and then allowed it to fall into wrack and ruin. Quite the contrary, we are often accused of lavishing too much time and effort into preserving these venerable 'living' examples of motoring history for the community as a whole to enjoy.

Of particular concern at MOT time is the test that is currently being applied to check exhaust emissions. Alfred Bassadone tested his Fiat 500. It had covered sixteen kilometres, yes, SIXTEEN kilometres, over a period of four years. This works out to an average of FOUR kilometres a YEAR! An MOT certificate was refused on the grounds

that emissions were well over the legal limit. While not disputing the CO readings and accepting that some classics do see a little more usage, it would stand to reason that a normal modern vehicle could cause more pollution within a year than our classics collectively would in a decade!

The suggestion that we 'lean' our carburettors simply to get through the test and then return them to their original settings is not, in my opinion, a good idea since, apart from being ethically ambiguous, it can do these old and delicate engines no good. In UK cars first used before 1st August 1975 DO NOT have to undergo an emissions test other than a VISUAL examination.*

The Association has been advised that current Gibraltar legislation does not cover classics and, therefore, vehicles are put through the same test regardless of their antiquity. This is of great concern since there already exists in UK and the rest of the European Union legislation that refers to all types of veteran vehicles and exemptions from unreasonable demands have been worked into the member states' laws. The overriding consideration has been accepted as 'no vehicle can be expected to perform to a higher standard than existed when the vehicle was new'.

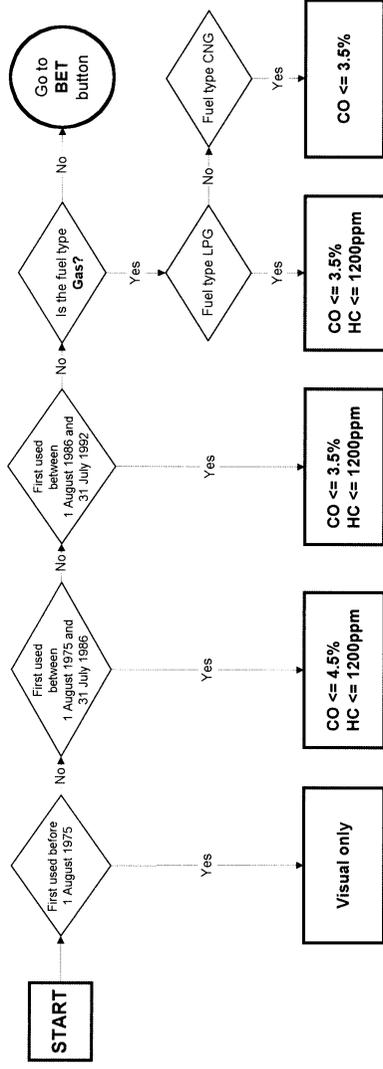
It is in the above spirit that the Association is currently involved in discussions with the Transport Ministry with a view to adopting similar exemptions as exist in the UK and EU to encourage the continued preservation of our motoring heritage. These discussions have been ongoing since the creation of the Association last year and we are now hopeful of progress in the near future.



- See copy of instructions issued to MOT test centres as found in the latest MOT Inspection Manual dated June 2002 on the next page.

Exhaust Emissions - Spark Ignition - non CAT Test 7.3

Emission test and limits selection



Information: All Non Catalyst Tests

This inspection applies to:

All Spark Ignition engine vehicles with four or more wheels in Class IV and VII.

1. Use the flowchart to select the correct limits and emission test.
2. When using the flowchart reference should be made to the notes on page 4

Wankel rotary engine vehicles first used before 1 August 1987. Kit cars, and Amateur built vehicles for emissions purposes only, are to be considered as vehicles first used before 1 August 1975.

FORSALE / WANTED

*At present there are no cars or items
In this section*

*If you have any cars or parts or
miscellanea*

That you'd like to advertise here

*Don't hesitate to contact any member of
the committee...!*