



# NEWSLETTER

MAY 2014



## Mike Kent Club Chairman

*Hello everyone. The new club venue seems to be working out really well and I am glad that parking is much less of an issue.*

*Events have been coming thick and fast and apart from a little unsettled weather and some wind, most of us have enjoyed some good sunshine. Do look out for the regular event emails from Colleen.*

*The committee is up to full strength with most positions continuing from last year. But we are always looking for new faces so if you want to get involved get in touch. Help with the Treasurers role would be especially welcome to relieve Maureen Long who has done an absolutely terrific job for many years now. Please talk to me or Richard if you would like to help.*

*If you are wondering about our annual vehicle show on August 10<sup>th</sup> I am pleased to say that planning is progressing well—see Richard’s report for more detail. In particular the new venue at Newbury College on Monks Lane is going to work well and grass cutting and raking parties, organised by Shane, have already been in action to prepare the site.*

*See you next time.*

*Mike*

## Show Planning underway

Preparations for this year’s show are progressing well and it promises to be another great event. With the move to a new venue this year at Newbury College, on Monks Lane, we do need to re-think everything, and this is providing a great opportunity to try out formats that really maximise the impressive facilities the College has to offer.



*Richard, Shane & Roger in discussions with Steve Long of Newbury College*

Support for show planning from across the club has once again been amazing and we have a really strong team working together to put on a safe and

enjoyable show. Any extra help with set up, marshalling on the day, or even distributing posters, is always very welcome, so do get in touch if you can lend a hand.

Getting the word out on the new venue is key, so please spread the word.

*Richard Huntley — richard@thehuntleys.plus.com — 01635 34541*



## Gone to Coventry

The WBCVC outing to the Coventry Transport Museum on 23rd March provided a great day out for all involved. Minibuses ably piloted by Steve Kirby and Richard Huntley meant everyone could sit back and enjoy the ride. There was even time to take in the National Motorcycle Museum on the return run. If you didn’t make it, make sure you put your name down next time. Don’t miss out!



*John Cummings "I had one of these..."*



*Humber... An unusual view*

## June Events

- 1<sup>st</sup>** — SHVPS Classic Vehicle Show & Auto Jumble, Queen Elizabeth Park, Winchester
- 1<sup>st</sup>** — London to Brighton Classic Car run
- 8<sup>th</sup>** — Churchill Vintage & Classic Car Show
- 7/8<sup>th</sup>** — WAPG Wiltshire Steam & Vintage Rally, Rainscombe Park, Oare
- 6/7/8<sup>th</sup>** — Beale Park Classic Car & Boat Show
- 8<sup>th</sup>** — Bromley Pageant of Motoring
- 9<sup>th</sup>** — Club Night
- 14<sup>th</sup>** — Saturday Lunchtime Natter –The White Hart Inn
- 14<sup>th</sup>** — Sherfield on Loddon Village Fete & Classic Car Display
- 14/15<sup>th</sup>** — 35th Bristol Classic Car Show
- 15<sup>th</sup>** — Classic Car Show & Auto Jumble, Berkeley Castle
- 21<sup>st</sup>** — Chaddleworth Village Fete
- 22<sup>nd</sup>** — WBCVC Max Café Breakfast Meet
- 26-29<sup>th</sup>** — Goodwood Festival of Speed
- 29<sup>th</sup>** — Thatcham Rotary Club, Fun Day

**Membership — Don't forget renewals are due for 2014**  
**Events — Do look out for the regular emails with full event details**

## Ready for the Off—Drive-it-Day & Dave Mills Memorial Run



A large number of members took part in the Dave Mills Memorial Run and 'Drive-it-Day' event on April 27th.

An early start at the Royal British Legion for bacon butties and then a gentle amble to The White Lion

Antique Centre and Café at Hartley Whitney, provided an enjoyable day. Mike Palmer's newly restored and rare Volvo commercial was one of the runners.

Thanks to Haydn & Daiva for the pictures.



## Wyke Down



The Easter Monday Spring Vehicle Meet at Wyke Down again proved very popular with an excellent club turn out and some 16 vehicles representing WBCVC.



## Best Commercial

Paul Long with his 1950 Morris LC3 Van won the award for Best Commercial Vehicle at Mac's Café Bacon Butty Bash in March. Several Club members attended the event organised by the Historic Commercial Vehicle Society South Midlands. The annual award is held in memory of Mike Gosden who used to own the Pickford Oil Tanker, parked outside the Café.

## Send in your pictures

We need more stories, pictures, anecdotes and feedback for the newsletter.

Anything is welcome. Contact Matthew at [mspencer511@gmail.com](mailto:mspencer511@gmail.com)

## Tech Corner

# Gear lubricants for Classics



The successful lubrication of manual gearboxes and final drives relies upon correct selection of the viscosity grade and additive treatment of the lubricant, together with maintaining the correct fluid level and replacing the lubricant at regular intervals.

**Viscosity.** The most common viscosity grades are SAE 80 (or SAE 80W) and SAE 90. Although higher viscosity grades exist (e.g. SAE 110 and SAE 140), these are primarily intended for commercial vehicle applications and are generally too viscous for conventional passenger vehicles.



By combining petroleum mineral base oils, polymer additives and synthetic base fluids it is possible to blend multi-grade gear lubricants including SAE 85W-90 (usually mineral oil-based), SAE 80W-90 (mineral oil-based, part synthetic or fully synthetic) and SAE 75W-90 (fully synthetic). Multi-grade formulations offer improved low temperature properties and those formulated with synthetic base fluids provide longer life and improved lubrication.

**Additive Treatment.** Steel gears are susceptible to scuffing (scoring) and Extreme-Pressure (EP) additive treatment can be used to minimize this form of destructive wear. Sulphur and phosphorus compounds are widely used in these formulations (it is these sulphur components which give rise to the characteristic odour of gear lubricants). API Gear Lubricant Service Classifications are widely quoted even though all of them, with the exception of API GL-5, are now obsolete.

- **API GL-1** Plain petroleum mineral oil for drives containing bronze and brass. Applicable mainly to early vehicles.
- **API GL-2** Mild EP for over- and under-slung worm gear drives fitted to commercial vehicles
- **API GL-3** Mild EP for spur and spiral bevel gears in axles and transmissions. Unsuitable for hypoid drives
- **API GL-4** Medium EP, for manual gearboxes and moderately loaded spiral bevel and hypoid drives
- **API GL-5** High EP, severe duty hypoid drives experiencing shock-loading
- **API GL-6** Extra-high EP, not applicable to passenger vehicles.

Both API GL-4 and API GL-5 contain EP additive treatment, the difference being that API GL-5 contains a higher treatment rate of additive than API GL-4.

**Correct selection.** Most conventional manual gearboxes and final drives require lubricants with Extreme-Pressure additive treatment and the following summarizes typical recommendations:

**Gearbox:** either SAE 80 or SAE 90 viscosity grade meeting API GL-4. SAE 85W-90, SAE 80W-90 or SAE 75W-90 satisfying API GL-4 can usually be used in place of monograde SAE 90.

**Final drive:** SAE 90 meeting API GL-5. SAE 85W-90, SAE 80W-90 or SAE 75W-90 satisfying API GL-5 can usually be used in place of monograde SAE 90.

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