



www.classicmotoringnelson.org.nz

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NELSON-MARLBOROUGH CLASSIC CARS August 2022 NEWSLETTER

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From Kevin's corner



With my report lost in cyberspace last week I now get a second go at it. Just back from our Hokitika run and August is tomorrow, spring is just around the corner to bring warmer temperatures to enjoy while out cruising.

I would like to welcome Rick & Jacelyn Lowe of Upper Moutere and Ray & Judy Minchin from Nelson to our club.

Recent Club events (refer to the events reports further through)

The Mid-Winter Christmas lunch was a huge success, lovely meal, great speaker and plenty of banter from Peter and Colin putting the icing on the cake of this get together.
Thanks to Colin and Rosanne for their effort for organizing this enjoyable event.

Thursday's Run with better weather weaved their way through to the Motueka Valley ending up at Moutere Inn for lunch. See Kevin York's report.

The Club Captains Run to Hokitika went off without too many

hitches, Pete found the need to decorate himself with a modified road cone at our evening meal on Saturday with his fallacies on all that was present, enjoyed by all.

The photo to the right is of Bev's shed at Dillmanstown on SH 73 which is full of all sorts from a bow and stern of a sailing ship to articles and photos.

To the left below is a photo of Dorothy Falls which flows into Lake Kaniere which some of us drove around then on to the Hokitika Gorge as per the below photo of the swing bridge over the blue water.

It was a wonderful weekend with reasonable weather,



enjoyed by all thanks to the highly cloned Club Captain Peter Glue.
Thanks Pete for putting this together



Coming events in summary

Some events are proposals only, for full details refer to the upcoming events list in this newsletter

August 14th A snow run to St Arnaud with lunch at The Alpine Lodge Organizer C & R Marsden

The Thursday's Runs are enjoyed by those who participate. Organizers K York & F Griffith

September 18th A Run to Riwaka with lunch and coffee stops. Organizer Peter Hoult

17th to 20th October the Lord Nelson Tour starting at Oamaru and ending at Greymouth
Organizer Jeff Pascoe and his team

November 20th A picnic lunch run to Deep Creek Camp up the Wakamarina Valley
Organizer Gary Mortimer

December 11th A Picnic maybe at Kekerengu Organizer Wayne Bell

January 22nd New Year's BBQ at Onamalutu Organizer Bob Jamieson

February 19th AGM at Alpine Lodge

March 3rd to 5th Tribute Run to Greymouth Area Organizers Lindsay Purvis & Pat Pascoe

Kevin Parkes
President



Kevin tried a bit of dancing with the stars on the kerb outside the museum and has bruised his ribs. I believe he had only been on the coffee. Watch your step Kevin. We need you back organizing our Thursday runs with Frank.

Pete Glue



CLUB CAPTAINS REPORT AUGUST 2022

Foul weather has well and truly set in with colder, frosty days and heaps of rain and wind. Anyone would think that winter has finally arrived. Watching the grandies Saturday sport is no longer such an enjoyable experience nor is getting out in your classic. In fact I have noticed a growing number of members have resorted to taking the “tin top” on club runs. Softcocks. Keep giving the “baby” a regular run or you will find the inevitable hassles when the days warm, but the idle months, have resulted in mechanical gremlins infecting the car.

You will note that the TARGA VCC Nelson event has had a date change to the 14th 15th 16th October. Unfortunately, this clashes with our Lord Nelson Tour starting in Oamaru on the 17th October. The VCC have asked if we can assist with our members to help man checkpoints. See the TARGA VCC notice later in this newsletter. Please contact me p.i.glue@xtra.co.nz if you are willing to help. This is an opportunity to get up close to the action and see first-hand the wide range of incredible cars entered.

COVID 19 is on the increase and sadly a number of our members are succumbing to its clutches with varied reactions. It's sad to see a few have pulled their heads in and completely hunkered down only emerging when they know no one else is near. Not so with our tours, however 26 cars are registered for the Club Captains run to Hokitika and 55 cars for the Lord Nelson Tour, Oamaru to Greymouth. With the age group of our membership now is probably an opportune time to think about joining St JOHN. At \$75 per couple, per year, it's cheaper than paying for an ambulance to take you on to the Doctor or to hospital. It's also a great cause and will improve your mental stability compared to watching episodes of the Casketeers. Check it out on St JOHN supporter scheme.

Please remember to wear your name tags on Club events. We have been hiding behind closed doors for so long that only seeing half a face behind the mask coupled with ageism, memory loss, results in “who is that masked person” syndrome. If you require new name tags, only \$5, contact Wayne on waynebell@gmail.com and he will arrange for me to get them printed for you.

Finally, petrol costs have gone through the roof. Just thank God that you don't belong to a 4x4 club whose diesel costs have risen by 74% and road user charges have gone up as well. Its eye watering enough when I fill up the Merc but I have to admit the BMWi3 certainly helps level the playing field when I recharge on the special rate 3 pin plug here in the garage at Olive Estate. Have a look at the deal offered by NPD and see if it's of an advantage to you with fuel savings.

Jude and I are looking forward to getting out on the club runs organised by your hard working committee and renewing friendships. Take care but get out there and enjoy yourselves with your appreciating assets in this time of rising inflation and pandemics. Your mental health needs you.

Pete Glue
Club Captain



Unfortunately, due to the weather (so our page 3 undies guy says) there is no picture this newsletter, so you are stuck with a



Name Tags

Please wear your name tag on Classic car runs as we have a number of new members, and it helps greatly with introductions for those of us suffering ageism. Replacement name tags, including lanyard and holder can be ordered through our club treasurer for \$5. waynebell@gmail.com

Pete Glue

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Remember any information you would like to put in the newsletter please email -

Pete: p.j.glue@xtra.co.nz or Anne-Marie: anne-marie.campbell@xtra.co.nz

- More stuff you send the better the newsletter.... 😊



Website - Geoff Morris

Geoff oversees the Club's Website. The new Membership Form has been done so if you have friends that want to join download or get them too and fill it in and send it back to the club.



Club Notices - Sonja Greenhill

Sonja is our lady who emails out all the club notices you receive and if you change your email address, postal address or phone number, please let me know so she can update the club records or if you have problems receiving your Club notices contact her: 0275789062 Sonja.



NPD OFFER TO CLASSIC CAR MEMBERS:

NPD is all about making your life better

- We operate with lower overheads so we can pass fuel savings onto motorists —helping the family budget go further each week.
- Our fuel sites are easy to use, with weather protection, good lighting and plenty of room, making your day a little bit better.
- As a 100% New Zealand-owned family business, we're locals just like you.
- Filling up at NPD is great for your budget and for our local economy too.

Classic Motoring Society of Nelson Inc Offer to Members:

- This offer will consist of Fuel discounts applied to 91, 95, 100 octane petrol and Diesel on the following basis.
All petrol grades NPD will offer 12c off the weekly Local Area Price (not pump) at all their locations, this includes retail and their unmanned sites. Fuel cards are designed to default to the best price on the day.
- If NPD are having a special promotion and that discount is better than the discounts loaded on your fuel card it will default to the special promotional offer.
- The weekly Local Area Prices change at midnight Friday.
- Waiver of the \$3 monthly account fee and the 0.15c transaction fees on all accounts.

Benefits offered by NPD

- Full range of fuels: 91, 95, 100 octane and Diesel.
- Convenience of use - 24 hours access to self-serve sites and truck stops.
- Large nationwide network <https://www.npd.co.nz/npd-retail-network/>
- Use the Gold Card and NPD card together at "manned" sites so that you are billed as normal but receive the 15c discount offered by the Gold Card.
- PIN number security.
- Multiple cards per account, with different purchase limits available on each card.
- Monthly invoice and statement.
- Payment by direct debit on the 10th of the month following invoice.

Application information

• Applications to be made on the NPD application form, which can be downloaded from the NPD website. <https://www.npd.co.nz/wp-content/uploads/2021/07/24780-Credit-Application-Form-NPDcard-22062021.pdf>

• Please note that you are a Classic Motoring Society of Nelson Inc member on the application form and then email to: npdcard@npd.co.nz

Peter Freeman

Phone: 027 288 0025 or Email: peterf@npd.co.nz



Proudly supporting the
Cancer Society
Te Kaitiaki Matapourihi
Te Kaitiaki

Come and join the fun
All ages and vehicles types are welcome!

VINTAGE CAR CLUB OF NZ

Daffodil Rally for Cancer

SUNDAY 21 AUGUST 2022

It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road or on display to raise money for the Nelson Tasman Centre of the Cancer Society

VCC Nelson Branch invites you to enter or join our event.
Meet from 11.00 am at the Speedway Grounds Lansdowne Road to register for a rally route or simply come to see the cars as they come, go and return.

Entry to the event is by way of a \$20.00 per car fee which includes two \$5 raffle tickets.

All net proceeds from the event go to the Nelson Tasman Centre of the Cancer Society

Food and Non-Alcoholic beverages will be available from 11 AM to late.
Raffles will be drawn late afternoon.

The Nelson Vintage Car Club is once again running the very popular Daffodill Rally for Cancer on 21st August 2022.
This is a great event where every car club and anybody with any type of vehicle is welcome to participate.

The rally itself consists of four runs (2 short for old or slow cars and 2 longer runs for faster or newer vehicles) which commence at 1.00pm

And for those interested Daffodil Rally is being held all over NZ.



VINTAGE CAR CLUB OF NZ

Daffodil Rally for Cancer

SUNDAY 21 AUGUST 2022

Everyone Welcome
No matter what kind of vehicle you drive.

It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road, or on display, at the same time to raise money for the Cancer Society.


To find out more about your local Daffodil Rally for Cancer, and the details of the local coordinator, please visit...

www.vcc.org.nz

PROUDLY SUPPORTING THE
Cancer Society

Map locations: WARKWORTH/WELLSFORD, AUCKLAND, NORTH SHORE, WAITEMATA, EASTERN BAY OF PLENTY, WAIKATO, BAY OF PLENTY, GISBORNE, MANAWATU, TAUPO, HAWKE'S BAY, WANGANUI, CENTRAL HAWKE'S BAY, HOROWHENUA, WAIRARAPA, NELSON, WELLINGTON, MARLBOROUGH, WEST COAST, CANTEBURY, ASHBURTON, NORTH OTAGO, WAIMATE, SOUTH OTAGO, SOUTH CANTEBURY, SOUTH OTAGO, GORE, SOUTH OTAGO.

Note: Dates have been changed to 15 and 16th October



INVITES YOU TO

Targa
"The Ultimate Road Race"
NEW ZEALAND

OP OF THE SOUTH 2022"




PHOTO: PROSHOTZ PHOTOGRAPHY

JOIN US FOR THE DRIVE OF A LIFETIME!

ot a race, but a test of precise driving and time keeping. No special car mods (roll cage etc), required.

Inaugural event - Nelson and Tasman Districts
First time ever to the Upper South Island
New Dates: Saturday 15th and Sunday 16th October 2022
(Scrutineering, Documentation and Briefing Friday 14th October)

Refer: www.targa.nz for details Contact: Rod Corbett rod.corbett88@gmail.com 027 433 8772

TARGA VCC have asked if we can help with 12 members to man checkpoints on the 15th and 16th October. The closed roads will be up the 88 Valley area on Saturday and the Motueka West Bank on Sunday. Full training will be given in September, and this is not an onerous or too taxing job as cars are electronically timed. The TARGA caters for cars in 3 divisions. OPEN, TOURING and VINTAGE so the wide range of cars will make for an exciting spectacle especially up close and personal. On Friday will be a chance for you to have a close look at the vehicles at the Annesbrook Church on Saxton Road where they will be scrutineered and have a chance to pray they all manage to stay on the road. Please let me know if you can help and I will put together a roster p.j.glue@xtra.co.nz

Pete Glue



HAVE YOU COMPLETED YOUR TAX RETURN?

Have you completed your tax return this year? And is it accurate?

This example shows the importance of accuracy in your tax return. IRD has returned the Tax Return to a man in Avondale after he apparently answered one of the questions incorrectly.

In response to the question, "Do you have anyone dependant on you?",

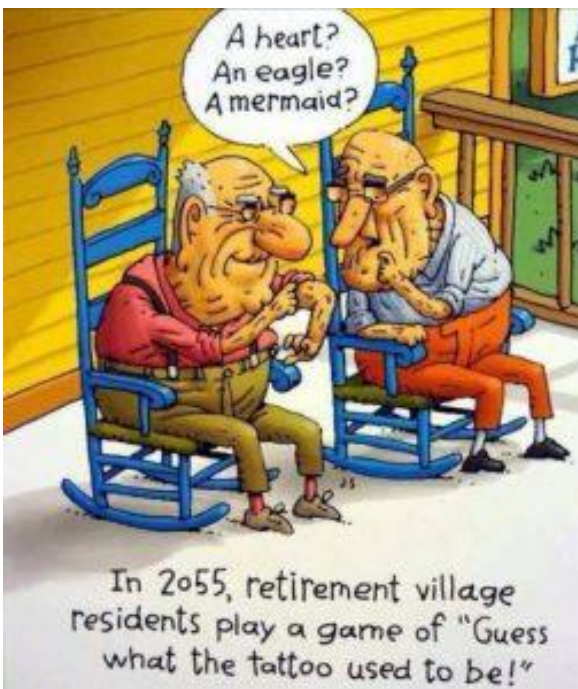
The man wrote:- "32,000 illegal immigrants, 13,000 gang members, 102,000 unemployable scroungers, 11,000 criminals plus 121 self-serving, lying ponces in our Parliament and the entire staff of Auckland City Council.

The IRD stated that the response he gave was unacceptable.

The man's response back to IRD was "Who did I miss out?".



"Three engineers crashed. The mechanical engineer said, 'It must be the brakes. Let me check 'em out.' The electrical engineer, 'I think it was something in the electrical system' The software engineer, 'Let's push it back up the hill and run it again'"



For all those men who say "Why buy the cow when you can get the milk for free?" Here's an update for you. Nowadays, 80% of women are against marriage. Why? Because women realize it's not worth buying an entire pig, just to get a little sausage...



It was in town last night and the local policeman was making his evening rounds, as he was checking a used car lot, he came upon two little old ladies sitting in a used car. He stopped and asked them why they were sitting there in the car or were they trying to steal it? 'Heavens no, we bought it.' 'Then why don't you drive it away.' 'We can't drive.' 'Then why did you buy it?' 'We were told that if we bought a used car here we'd get screwed, so we're just waiting.'

Two sisters, one blonde and one brunette, inherit the family ranch. Unfortunately, after just a few years, they are in financial trouble.

In order to keep the bank from repossessing the ranch, they need to purchase a bull so that they can breed their own stock.

Upon leaving, the brunette tells her sister, 'When I get there, if I decide to buy the bull, I'll contact you to drive out after me and haul it home.'

The brunette arrives at the man's ranch, inspects the bull, and decides she wants to buy it. The man tells her that he will sell it for \$599, no less.

After paying him, she drives to the nearest town to send her sister a telegram to tell her the news.

She walks into the telegraph office, and says, 'I want to send a telegram to my sister telling her that I've bought a bull for our ranch. I need her to hitch the trailer to our pickup truck and drive out here so we can haul it home'

The telegraph operator explains that he'll be glad to help her, then adds, it will cost 99c a word.

Well, after paying for the bull, the brunette realizes that she'll only be able to send her sister one word.

After a few minutes of thinking, she nods and says, 'I want you to send her the word 'comfortable.'

The operator shakes his head. 'How is she ever going to know that you want her to hitch the trailer to your pickup truck and drive out here to haul that bull back to your ranch if you send her just the word 'comfortable?'

The brunette explains, 'My sister is blonde. The word is big.

She'll read it very slowly... 'com-for-da-bul.'



THE NEWSLETTER
OF THE NZ
FEDERATION OF
MOTORING CLUBS

WHEEL TORQUE

ISSUE 36 | JUNE 2022

New club constitutions required by updated Incorporated Societies Act NZFOMC Submissions Secretary - Roy Hughes

After seven years of discussions, revisions, and delays New Zealand's more than century old Incorporated Societies Act has finally been updated and signed into law. Around 23,000 incorporated societies, including motoring clubs, have from now until December 2025 to revise their rules to comply with the new requirements and re-register.

The new Act strengthens the governance framework and provides increased protections for those who belong to and run our registered societies. As with any new legislation it imposes a number of new requirements and obligations. Mainly administrative in nature, they will still require considerable focus on understanding and implementing the changes, especially by club executives.

Current club rules will continue to apply until it has been confirmed that the necessary amendments have been included in a revised constitution to make it compliant with the new Act and the revised constitution has been registered with the Registrar of Incorporated Societies.

Under the new Act all clubs will need a management committee made up of at least 3 officers to run their society. Officers will be required to meet defined standards of integrity similar to those imposed on directors of companies, such as a duty to act in good faith and in the best interests of the society, and to exercise reasonable care and diligence. Both current and previous officers of clubs can now be held accountable for any future or past breaches of those duties.

As well as establishing they are not undischarged bankrupts, prohibited directors or convicted criminals, in order to be elected, successful nominees must also disclose all conflicts of interest, particularly where they or a family member may be receiving a benefit, either financial or otherwise, as

a consequence of their involvement with a club. All clubs will be required to maintain a register of declared interests and will be able to nullify transactions where it is later discovered an officer had failed to disclose a personal interest. As with any new legislation, there are new requirements and obligations to understand and implement. Section 26 details all the rewording and additional provisions needed to ensure current constitutions will comply with the new Act.

Under Section 74 clubs must have at least 10 members to register, a decrease from the 15 members required under the old Act. There was no continuous minimum membership requirement under the old Act, but now a society must have at least 10 members at all times. Membership applicants must now consent to join a club, so in order show this requirement is being met, application processes should probably include a signed form. The new Act also requires a club constitution to include written procedures for resolving disputes which are consistent with natural justice.

The new accounting standards requires clubs to prepare their financial statements in accordance with a standard that suits their size. Smaller societies with annual turnovers less than \$50,000 and total assets of less than \$50,000 may prepare their financial statement according to generally accepted accounting practice and they will not need to be audited. However, under section 105 of the new Act, the financial statement of larger societies will have to be audited.

All clubs will continue to be subject to the provision of

NZ Federation of
FOMC
Motoring Clubs Inc

previous legislation until they have re-registered as a society under the new Act and they must do so by the transition date. If a society fails to re-register in time, it may cease to exist on the transition date (the date where the old Act is repealed).

What is required in new constitutions

- (1) The constitution must contain the following matters:
 - (a) the society name;
 - (b) the purposes of the society;
 - (c) how a person becomes a member, including a requirement that a person must consent to be a member;
 - (d) how a person ceases to be a member of the society;
 - (e) arrangements for keeping the society's register of members up to date;
 - (f) the composition, roles, functions, powers, and procedures of the committee of the society, including—
 - (i) the number of members that must or may be on the committee;
 - (ii) the election or appointment of officers;
 - (iii) the terms of office of the officers;
 - (iv) the functions and powers of the committee;
 - (v) grounds for removal from office of officers;
 - (vi) how the chairperson (if any) will be elected or appointed and whether that person will have a casting vote if there is an equality of votes;
 - (vii) the quorum and procedure for committee meetings, including voting procedures;
 - (g) how the contact person or persons will be elected or appointed;

- (h) how the society will control and manage its finances;
- (i) the method by which the constitution may be amended;
- (j) procedures for resolving disputes, including how a complaint may be made;
- (k) arrangements and requirements for general meetings, including—
 - (i) the intervals between annual general meetings;
 - (ii) the information that must be presented at general meetings;
 - (iii) when minutes are required to be kept;
 - (iv) the manner of calling general meetings;
 - (v) whether and, if so, how written resolutions may be passed in lieu of a general meeting;
 - (vi) the time and manner in which, notices of general meetings and notices of motion must be notified;
 - (vii) the quorum and procedure for general meetings, including voting procedures (for example, whether votes may be cast by post or by electronic means), procedures for proxies (if any), and whether the quorum takes into account members present by proxy or casting postal votes or votes by electronic means;
 - (viii) the arrangements and requirements for special general meetings unless that provision has been negated;
 - (l) nomination of a not-for-profit entity, or a class or description of not-for-profit entities, to which any surplus assets of the society should be distributed on the liquidation of the society or to enable, the removal of the society from the register.

No Curbs on Classics in Climate Crisis Plan

Our prior concerns classic motoring could be curtailed by the provisions of the Emissions Reduction Plan developed by the Government to combat climate change are now largely allayed. While in the longer term, significant increases in prices of parts, petrol and repairs are a probable consequence, at this stage, the majority of heritage vehicle owners will be permitted to continue enjoying their hobby without any onerously restrictive limitations.

With the release of the ERP the Government has set four targets to achieve a 41 per cent reduction in transport emissions by 2035 from 2019 levels. The targets include a 20 percent reduction in total kilometres travelled by the light fleet by 2035 through improving urban roading networks and providing better travel options, particularly in the largest cities. It is also proposed to Increase the proportion of zero-emissions vehicles or EV's to 30 per cent of the light fleet by 2035. The other two targets are reducing both freight transport emissions by 35 per cent and the emissions intensity of transport fuel by 10 per cent by 2035.

Key transport initiatives are:

- Continue to incentivise the uptake of low- and zero-emissions vehicles through the Clean Vehicle Discount scheme and consider the future of the road user charge exemption for light vehicles beyond 2024.
- Implement the Clean Vehicle Standard to increase the quantity and variety of low- and zero-emissions vehicles imported.
- Consider further measures needed – from 2027 – to increase the fuel efficiency of the imported fleet and prevent NZ becoming a dumping ground for high emitting vehicles.
- Set a maximum CO2 limit or penalties for individual light internal combustion engine vehicle imports to tackle the highest emitting vehicles.
- Establish whether the Clean Vehicle Discount can be extended to other vehicle classes.
- Investigate how the tax system can support clean transport options to ensure low-emissions transport options are not disadvantaged.
- Determine whether legislative barriers preventing the use of some types of light low-emissions vehicles can be reduced without unduly compromising safety objectives.

From April 1, 2023 the Government will introduce a Sustainable Biofuels Mandate to assist in reducing greenhouse gas emissions in the transport sector. Fuel wholesalers will be required to cut their total greenhouse gas emissions by a set percentage each year, by deploying biofuels as a constituent of their fuel supply.

But while release of the Government's Emission Reduction Plan was still pending, disturbing issues continued to arise about the alternatives to petrol and diesel. For example, the Cabinet is now aware land use changes linked to producing biofuel could result in an actual increase in New Zealand's global emissions rather than a reduction. Sourcing ethanol from maize or biodiesel from palm oil, causes deforestation of native forests or destruction of wetlands or peatland, and can also impact adversely on food security and water quality.

Having caught up with these long-recognised consequences the Cabinet is implementing a rule under which only half of the biofuel used to meet the requirements could be food- or feed-based, like the European Union introduced alongside its own biofuel mandate, more than a decade ago. A spokesperson for Energy and Resources Minister Megan Woods has indicated a discussion document is still being compiled and it is hoped to have it ready for consultation by the middle of the year.

If the supplies of environmentally compatible biofuels may not be sufficient to meet the energy needs of New Zealand's light vehicles how about the EVs, now required to comprise at least 30 per cent of the fleet which is more than a million cars.

Our power gentailers and lines companies have been reticent about revealing the expenditure needed to generate sufficient electricity to charge up a million EVs. And it is not just the total amount of electricity required, but the cost of upgrading the capacity

of the transmission lines and local neighbourhood networks to meet the load increase imposed when multiple EV's are being charged simultaneously in urban homes.

To effectively match the approximately 2,000 cars a service station can refuel over a 12-hour period, EV charging stations would need 600 50-watt chargers and 30 megawatts of power from the grid which would be sufficient to power 20,000 homes. Instead of just a few minutes it takes from 30 minutes up to 8 hours to top up or totally recharge an EV.

Cars calling into a petrol station stay an average of five minutes but at an electric charging station they would be parked up for at least 30 minutes, possibly an hour. Consulting engineer Bryan Leyland predicts six times the land area of our present service stations will be needed to cater to EV's.

In anticipation of the power system overloads expected to result from the increase in its EV fleet, the United Kingdom Government is restricting the time-of-day EV batteries can be reliably recharged. By law UK chargers are now pre-set to be switched off during the 9-hours of peak loads, from 8 am to 11 am (3-hours), and 4 pm to 10 pm (6-hours) and the technology even allows EV batteries to be drained back into the UK grid if required. Imagine charging your car all night only to discover, as you hurry off to work, that your battery is flat as the State has taken all the power back.

Although modern lithium-ion batteries may be a major improvement on the old lead-acid battery, gasoline holds 80 times the energy density. The battery in your cell phone weighs less than an ounce but a Tesla battery weighs 1,000 pounds. And what do we get for the huge production cost and weight? Vehicles still less convenient or useful than cars powered by internal combustion engines and fossil fuels.

Combat Climate Change by Keeping Your Classic

In the face of the climate crisis classic vehicle owners might abandon their enthusiasm for keeping our automotive heritage alive and opt for something more modern, more energy efficient. A brand-new hatchback will almost certainly use less fuel and produce fewer emissions from its tailpipe, but add in the environmental cost of building a brand new car instead of reusing an existing one, and the picture becomes more complex.

A classic car covering an annual average distance of 1,200 miles emits 563kg of CO₂ a year. By comparison, a new Volkswagen Golf creates a full

carbon footprint of 6.8 tonnes of CO₂ on the day it leaves the factory, a figure it would take our average classic 12 years to catch up on.

And for a new electric vehicle, the initial carbon footprint is much greater. During production a battery-powered Polestar 2 creates 26 tonnes of CO₂ in upfront emissions and that would take a typical classic more than 46 years to match. By which time, the EV's cutting-edge lithium-ion battery would have long since lost its ability to hold a charge and been consigned to the nearest recycling facility. Just the manufacture of a new battery for a Tesla creates 17 tonnes of CO₂.

Our classic, meanwhile, may very well still be out there with its life extended by a succession of devoted and enthusiastic owners who, data suggests, are already environmentally conscious. In a recent survey, 66% of enthusiasts said they were concerned



about climate change to some degree, with 77% believing they were already contributing to combating its effects in some way. To that end, 40% have used carbon offsetting in the past, while 52% of enthusiasts would consider contributing to a scheme to offset the emissions of their classic

Over the decades environmentalists have

repeatedly called for the replacement of older classics with modern equivalents. However, the reality is that keeping a classic on the road is already a proven exercise in enhancing sustainability. Perhaps instead of offering cash for clunkers the Government should promote polytech courses to rebuild Morris Minors.

Answers to Climate Change and Road Toll Lie in Improving Roads

Roy Hughes, Submissions Secretary

It is a widely held misapprehension that our motu is just a tiny little country in the bottom corner of a great big world. But as former Prime Minister Helen Clark demonstrated, a scaled map of New Zealand imposed on one of Europe extends from the south of France into the upper reaches of Denmark and a trip from Kaitaia to Bluff is 600km further than driving from Monaco to Copenhagen.

If we discount the uninhabitable areas of Australia, Canada, Russia, Greenland, and Antarctica, just 18 people per square kilometre puts New Zealand amongst the world's most sparsely populated territories. The United Kingdom has 68 million living in an area slightly smaller than New Zealand and yet is still nowhere near being one of the more crowded countries.

So, creating both a housing shortage crisis and major urban and highway traffic congestion in a country with such an abundance of empty space and so few people is simply an inexplicable achievement. We can ruminate about the reasons but perhaps decades of deliberate under investment in our roading network has been one of the factors.

The reports of our repeatedly restructured roading authorities reveal a consistent pattern of curtailed expenditure on enlarging our road network. A succession of environmentalists and planners have inculcated our politicians with a warped belief that improving our roads to make them adequate, safe and accessible would simply entice more people to drive upon them in their so despised "single occupant vehicles" when we should all be switching to buses and bicycles.

Yet despite the expenditure of hundreds of millions on cycleways and public transport services over the past thirty years there has been little discernible increase on the numbers of travellers who predominantly used bike and bus transport way back in the 1980's. So ironically New Zealand's ever increasing CO2 emissions and road accident toll can be directly linked to the manufactured unnecessary transport congestion and increasingly inadequate roading network inflicted on us by successive governments.

For example, commercial freight vehicles could previously complete three trips between Ashburton and Lyttelton within the mandated working hours, but because of increased congestion and speed restrictions, only two trips are now possible most days. To shift existing tonnages has required a fifty per cent increase in the truck fleets.

Transporting New Zealand Chief Executive Nick Leggett has predicted the lowering of the speed limits from 100kph to 80kph on many main highways will result in another major increase in our truck fleets with the consequent further rise in greenhouse gas emissions.

As publicly acknowledged by Waka Kotahi NZTA CEO Nicole Rosie, more than 70 per cent of the road crashes in which people are seriously injured involve drivers who were following all the rules but made a simple mistake and had no room to recover before running out of road space.

Instead of ineffective TV campaigns and reducing speed limits, focussing the expenditure of roading funds on bringing our entire highway network up to the safer standards we previously enjoyed will achieve far more beneficial results. Just the installation of roadside fencing and median barriers can reduce deaths and serious injuries by up to 90 per cent. Separating opposing flows of traffic and adding more paved runoff areas and passing lanes can all help to reduce the driver frustration which results in dangerous risk taking.

For much the same reasons our roading network is chronically inadequate, short-sighted economic planning and decision making has also deprived us of the upgraded rail services which could now be moving both freight and commuters in much greater numbers and taking the pressure off our highways.

As public debate of climate change and road safety issues continues to intensify it will be a key role of the FOMC to ensure additional misguided restrictions are not imposed on heritage motorists in the pursuit of either reduced emissions or improved road safety.

INTER ISLAND FERRY CROSSINGS

Remember for massive discounts book through Tony Hirst Motorsport Discount Booking Agent:

tony@cookstraitcrossings.co.nz

The cost comparison is

Tony Hirst : \$250 each way for 2 people and car fully flexible.

Interislander: \$426 each way fully flexible or \$386 non-refundable.

He can book you on either Interislander or Bluebridge and often has spaces held when they tell you they are fully booked. You don't pay till 5 days before departure. Great service and excellent to deal with.

Recent Events

MID-WINTER CHRISTMAS LUNCH

Our Mid-Winter Christmas Lunch was held at The Fairhall Golf Course in Blenheim in mid-June.

73 attended with 5 Covid apologies, 4 of these from our members in Omarama and Alexandra.

We had a good representation from Nelson and The Sounds and a fantastic meal and atmosphere was enjoyed by all. Our Guest speaker Gary told of some of his more interesting exploits whilst in the Police force and our club Captain Peter performed as usual along with President Kevin.

Thank you to all who attended even if they forgot to bring their classic cars.

Rosanne and Colin

WINTER RUN – THURSDAY 28th JULY

The weather had at last improved and as expected we were down on our usual number. The route instructions took the participants on SH6 Coastal Highway then through Mahana, Braeburn, Waiwhero Valley to Ngatimoti where we turned right onto the Motueka Valley Highway. From College Street on the outskirts of Motueka the route turned into Chamberlain Street then Hursthouse Street. After passing through the Lower Moutere settlement it was a 15km drive on the Moutere Highway to the Moutere Inn in the village of Sarau. Lunch was enjoyed along with the usual camaraderie that goes with these events.

Thanks

Frank

CLUB CAPTAINS HOKITIKA TOUR 29th – 31st JULY



After a shaky prestart with 5 cars withdrawing on Thursday from COVID or FLU symptoms it was off in the rain to Murchison and a catch up with the Blenheimites.

A great run to Reefton for Café lunches then those lovely back roads from Ikamatua to the sobering Pike River Families Memorial site. Only hiccups were for Ali Moores who was having difficulty with the MGB's GPS Dennis, which was rectified when given instructions to turn the phone up the other way! Beers at The Formerly Hilton, Blackball are always a winner, sitting amongst Jacinda's 4beers and memories of the Pike River Mining disaster. Friday night saw the majority of us motor down to The Empire Hotel Ross for their memorable carvery dinner and monthly jam night. The night was a like a homecoming for Harry Griffiths, as his grandfather was the publican from 1917 till 1933. Harry remembers it like it was yesterday! Harry lived in Ross for a number of years, so it was catch up time with some of his ex-girlfriends and mates. He was like a bee with a bum full of honey. Unfortunately, a rumour had been circulating that the previous weekend there had been a Covid outbreak in Ross but this proved untrue and left us all knowing that we can't live life in a bubble, doing nothing and going nowhere, but just taking precautions and staying aware. She was a great night.

Saturday the weather tried its best to stay clear with the choice of a drive around Lake Kaniere taking in Dorothy Falls, Kowhitirangi Memorial and the Hokitika Gorge on excellent roads or a step back in time to the Westland Industrial Heritage Park where there is something for everyone to lust after or admire. The volunteers here made all welcome and few left without a wish for a longer visit next time. The children amongst us even had a ride on the model railway that meanders through the native bush and swamp lands. After lunch at Mahinapua Tree Tops Café it was back to Ross to look at the publican Mark's collection of every vehicle he had owned since just out naps then on to the "BLOW YOU AWAY" eclectic collection of artifacts in 83-year-old Bev's Shed in Dillmaston, just east of Kumara. Bev and her brother Mike both played in their parents old time dance band and entertained us on the grand piano on the poop deck of a sailing ship. Outside Bev has built a Church and plans to construct a Dance Hall on her parents old farmland close to the main highway south. From here it was a drive in rapidly deteriorating weather to Jacksons to link with the Inchbonnie unsealed road to Mithchells Lodge on the banks of Lake Brunner.

They opened especially for us, and this stunning Boutique Guest House welcomed us in to sample the fire, bar and Café and a conducted tour of the facilities on offer. Many had driven past but none had ventured in before. Stunning.

It was then back amongst the potholes and return to Hokitika for a lovely 3 course buffet dinner put on by the Beachfront Motel followed by a prize giving / this was your cockup session, with clothing generously supplied by NPD and Waka Kotahi roadworks.

Sunday, we awoke to the hills everywhere covered in snow with clear skies and reports of road closures due to rockfalls, slips and snow on the passes. The planned trip up the coast to Punakaiki and Westport was therefore changed to a detour home. Evidence was everywhere all the way to Nelson of the heavy rain that had fallen over the weekend with raging rivers and flooded paddocks.

The West Coast never fails to deliver, and I think everyone had a new experience and came home a little more knowledgeable about what's on offer out there and why we should get involved in CLASSIC CAR TOURS and runs.

Pete Glue



Cars lined up outside Pike River memorial





caucus discussing a rise in pensioner's benefit



The old soaks corner



We just doubled the population of Ross!



Two stags and a doe....



Kowhitirangi Memorial



Comfort stop for the ladies

She just proposed to me !!!



Dorothy Falls Lake Kanieri



Grand on the poop deck



warm up round a roaring fire



Asking for forgiveness at the staions of the cross



Figure heads of the classic car club



All pooped out



Bev -the lovely lady of the shed tickling the ivories





Don't forget your Supercheap Auto cash trade price.....

One of our newer members Warren Peter has offered this club and its members an opportunity to become a trade cash client of Supercheap Auto Nelson, Stoke and Blenheim stores, which your committee accepted, thanks to Warren the Blenheim Store Manager of Supercheap Auto. This has been set up and all we as members of this club need to do is present our membership nametag, pay for the items on the spot and us members will get trade discount. Thanks Warren.



2001 BMW 330CI Convertible \$11,000 ONO

NZ new - 3 private owners (last - 8 years)

5 speed Auto - tiptronic - Looks great - lovely cruiser - Been well serviced and maintained as per photos.

Contact Ross Atkinson on 03 5442032 or 021 2141769



Classic Motoring Car Badge - \$10.00 each

Please email your order to: Wayne Bell email: waynebell@gmail.com also confirming that you have paid the \$10 per label into the club's account with your surname recorded as 'REF'.

ASB bank account: 123165-0158467-00



KALLISTA PANTHER 1987

127,900 kms - V6 2.8 cc COLOGNE MOTOR GIVES STUNNING PERFORMANCE.

Only 2 Nelson owners since bought new from Nelson agents Bowater Motors.

This is not a kit car and has beautiful timber dash and door capping's with all the creature comforts. Selling on behalf of elderly owner.

LISTED ON TRADEME

<https://www.trademe.co.nz/motors/used-cars/ford/auction-3696520619.htm>

or contact KIT 0274 431 498



Notice in a farmer's field

THE FARMER ALLOWS WALKERS TO CROSS THE FIELD FOR FREE, BUT THE BULL CHARGES

INSURANCE: YOU HAVE TWO OPTIONS:

STAR INSURANCE:

We are a niche motor vehicle Insurer and specialise in insuring enthusiast vehicles as well vintage, motorsport, custom & performance vehicles. We also insure motorcycles, motorhomes and caravans and prestige cars. So not your normal everyday vehicle, but anything a little bit special or unique is what they do.

We would like to work with the clubs you are associated with to build a long-term working relationship and offer great insurance options for your fellow members:

The benefits we can offer the club include:

- Sponsorship and support events / Rebates or discounted premiums for club members / Spot prices/giveaways / Myself as a direct contact person for any motor vehicle insurance queries / Easy to use online quoting and purchase facility / No glass excess

Let me know if you have any questions at all, I look forward to your reply.

We track the policies referred by the club by providing a unique promo code and URL link the club can share on its website and social media pages. We do ask new clients where they heard about us from and if they were to say "Classic Motoring Society" we would assign that new quote to the club. If the new client purchases the policy a commission will be allocated to the club.

For the club to obtain the commissions, we normally let a decent amount build up say \$100 or more and we will require club details and bank account details to transfer the funds.

So please call 0800 250 600 or online starinsure.co.nz & use this Promo Code for special discount JO-STAR

Joanne Smith

Key Account Manager – Clubs & Associations

Star Underwriting Agents Ltd T/A Star Insurance Specialists

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PO Box 97 954, Manukau City, Auckland 2241

PH 0800 250 600 | MOB 027 808 6928 | DD 09 250 6017

joanne.smith@starinsure.co.nz | starinsure.co.nz



SWANN INSURANCE

The Club has a good arrangement with Swann Insurance and many members have taken up Insurance with them. Ask for a quote when next renewing your insurance – phone 09 9696000.

Club Member Benefits:

20% premium discount, plus, reduced premiums for additional Classic Vehicles

Agreed Value

24/7 Roadside Assist

Full glass cover (includes all glass and lenses / Name your own repairer (painter) / Guarantee on repairs / Unlimited mileage (policy not designed for cars driven every day) / Total loss salvage rights (first option to buy back the vehicle) / Emergency repairs and accommodation / Club event/track cover (if the club has a day at Ruapuna etc you are covered) / 7-day car hire following theft / \$20 million legal liability

Club Benefits: Club receives 5% commission on all policies taken out by the members and 10% whenever the policy renews with Swann.



That's all for this newsletter till next time I hope you enjoy reading it – Happy motoring Classic car people.

😊 Anne-Marie

UPCOMING **Mark Your Calendars** **EVENTS**

For 2022/2023

Events List for Classic Motoring Society / Nelson-Marlborough

Remember to check your email's prior to runs as they may have to be cancelled due to Covid or weather.

Sunday 14th August - Snow run to St Arnaud with lunch at The Alpine Lodge
- Organizers: C & R Marsden



Thursday 25th August – Thursday Run Leave WOW Carpark 10.30am
Organizers: Frank Griffith 03 5473354 / Kevin York 03 5287942

4th-15th September – For those interested: To The Top and Back Classic Marathon
(Entry and details in last newsletter)



Sunday 18th September – Run to Riwaka with lunch & coffee stops
Organizer: Peter Hoult

Thursday 25th September – Thursday Run Leave WOW Carpark 10.30am
Organizers: Frank Griffith 03 5473354 / Kevin York 03 5287942

Monday 17th Thursday 20th October – LORD NELSON RALLY



THE LORD NELSON RALLY
2022

Monday 17th October to Thursday
20th October 2022

(There is a waiting list if you would still like to try your luck.)

Thursday 27th October – Thursday Run Leave WOW Carpark 10.30am
Organizers: Frank Griffith 03 5473354 / Kevin York 03 5287942

Sunday 20th November Run – Lunchtime Picnic to Deep Creek Wakamarina
(Old Goldmining district) with lots of chatter and a little walk down to the creek
More info to follow closer to the time.



Thursday 24th November – Thursday Run Leave WOW Carpark 10.30am
Organizers: Frank Griffith 03 5473354 / Kevin York 03 5287942

Sunday 11th December – A Picnic maybe at Kekerengu Organizer: Wayne Bell

2023

Sunday 22nd January - New Years BBQ at Onamalutu



Sunday 19th February -



at the Alpine Lodge

Friday 3rd to Sunday 5th March - Tribute Run to Greymouth Area
Organizers: Lindsay Purvis & Pat Pascoe