

WHAT'S BEEN

Annual General Meeting February 19th 2012

A good meeting even if it is like pulling teeth to find willing people to help on the committee. We finally coerced some to stay on and some new faces have volunteered. Eighty four people were present at the meeting and enjoyed the finger food lunch provided, and the after meal chat and viewing of the "new" or not seen before cars. After this many of us carried on to the CLASSIC CAR MUSEUM at Omaka. This is well worth a look as the vehicles displayed are mostly the same as we drove (or wished we drove) many years ago, and are all in concourse condition.



This is the motor of a very fast car electronically timed at a breakneck 116 kph (\$120.00)



Onlookers' enjoying the rush to raise the hoods as the rain arrives

The new committee elected at the AGM is

President	Geoff Morris	547 4494	geoffmorris@clear.net.nz
Treasurer	Winston Williamson	546 6823	g.williamson@xtra.co.nz
Secretary	Bill Osborne	544 7693	b-p.osborne@xtra.co.nz
Past President	Geoff Chilton	547 4446	concretex.nelson@xtra.co.nz
Club Captain	Yet to be decided by committee		
Committee	Bruce Welsford	544 6818	sota@slingshot.co.nz
	Ladd Robinson	544 6728	laddrobinson@slingshot.co.nz
	Peter Hoult	544 5085	thehoult@xtra.co.nz
	Pat Pascoe (Picton)	573 8964	p.pascoe@xtra.co.nz
	Pat Clay (Blenheim)	572 4022	p.clay@xtra.co.nz
	Chris Rhodes (Blenheim)	578 5943	

Presidents Report

Hi all, I have been around Vintage and Classic cars since 1965 and now wish we could have kept all the cars we had over those years. This coming year I would like to see more of our members out to enjoy the classic car outings we have planned. As well as weekends away, day trips and short runs to close venues generally on the first Sunday of the month so not to clash with other motoring clubs. If any of you know of places to visit give me a call and we will arrange the outing for you and the club. Have you checked out the new Road Rule changes happening soon? (you don't want a dent in your lovely paint job). Happy motoring and safe driving, see you all soon.

Cheers from Geoff Morris

Phone 03 5474494 email geoffmorris@clear.net.nz

WHAT'S COMING

Blenheim Charity for Hospice Car Show Sunday March 18th

Gates at the Waterlea Racecourse will open 10.00 am to prepare for a combined charity car show similar to the Richmond Racecourse car show last year. Entry is \$5.00 per car. The gates will open to the public at 12.00 noon. Take your barbeque or a packed lunch and please be prepared to leave your car on display till 4.00pm. All profits from this event will be donated to the Blenheim Hospice.

Drive To Westport (Denniston Coal Mine) 30th/31st March

Travel to Westport Friday 30th March. Stay overnight at the Buller Court Motels. Phone 0800 832 437 (Please make your own accommodation arrangements). On Saturday morning visit Denniston coal mine. In the afternoon a visit to Coal Town, then drive to Karamea and stay overnight at the Last Resort Motels phone 0800 505 042 (again make your own arrangements). Return home Sunday 1st April.

My apologies for giving the wrong phone number for the Buller Court Motels in the last newsletter! I can't read my own writing!

Top of the South Dawn Breaker Sunday 1 July.

This will be the same format as previous Dawn Breakers, with the finish at a secret breakfast location (\$20.00 per person coffee inclusive) *Note:* There will be some well formed gravel sections but these can be avoided at a cost. Leaves from the WOW Museum car park at 7.00am with a drivers briefing at 06.45 and there will be a charge of \$5.00 per car. Any queries please call the organizer Richard Erdman 0211349878 or scimi79@hotmail.co.uk

Eligibility requirements are:

- Any vehicle with valid WOF and Registration
- Ability to follow easy Tulip Instructions (good relations with navigator)
- A good sense of humour...

Lord Nelson Rally September 21st to 24th 2012

Details are still being finalised but mark these dates on your calendar. More info' later.

10th N.Z. National Classic Car Rally October 14th to 20th 2012

This rally will be based at McLeans Island, Christchurch and is open to any vehicles of any age considered by their owner to be a classic. While there are competitive elements to this rally, it is a relaxed touring event for those seeking the company of other classic car fans. The entry fee is \$385.00 per car including two adults, a deposit of \$50.00 is to accompany the entry form which is available from Russell Egan (Phone 03 544 2214).

A mate of mine admitted to being addicted to brake fluid.
When I quizzed him on it he reckoned he could stop anytime.

A work of art

Thanks to Peter Beatson for this article

[Louis Chenot](#) has spent the past ten years building this incredibly detailed 1932 SJ Duesenberg LaGrande dual-cowl phaeton. Not only does it look good, but the engine runs, the lights work, the top mechanism functions and the transmission and driveline are complete. Lou started his research on this project over fifty years ago with the purchase of a book and through the following years collected many drawings and studied a number of Duesenbergs while they were being restored, taking photos and recording dimensions.

More can be seen on this car and some of Lou's other projects at
www.CraftsmanshipMuseum.com/Chenot.htm.



No, it's not a real full-size Duesenberg, but rather a beautifully constructed 35" long working model made in 1/6 scale.



The bodywork is all metal, not fibreglass. Here is the car in Lou's shop before the brass coachwork was primed or painted. Lou is not adverse to remaking a part that doesn't meet his standards. He started over on the especially difficult brass radiator shell nine times.



This is the dashboard and interior with the body primed but not yet painted. Note the detailed instruments and engine-turned finish on the dash.

If you would like to see more about this, email me at sota@slingshot.co.nz and I will forward it on.

I was driving this morning when I saw an A.A van parked on the side of the road.
The driver was sobbing uncontrollably and looked very miserable.
I thought to myself, "That guy's heading for a breakdown."

**We say a very grateful thanks to "HAVEN REALTY" for donating the paper
and photocopying the newsletters.**



A TREATISE ON THE IMPORTANCE OF SMOKE By Joseph Lucas

All electrical components and wiring harnesses depend on proper circuit functioning which is the transmission of charged ions by retention of the visual spectrum manifestation known as "SMOKE."

Smoke is the ingredient that makes electrical circuits work. Don't be fooled by scientists and engineers talking of excited electrons and the like. Smoke is the key to all things electrical. We know this to be true because every time one lets the smoke out of an electrical circuit it stops working. This can be verified repeatedly through empirical testing. For example if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the shortly ceases to function. Further if one observes smoke escaping from an electrical component such as a Lucas voltage regulator; it will also be observed that the component no longer functions. The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one component to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterwards.

Starter motors were considered unsuitable British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system. It has been reported that Lucas electrical components are possibly more prone to electrical leakage than Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disc brake systems leak fluid. British tyres leak air and British intelligence leak national defence secrets. Therefore it follows British electrical systems must leak smoke. Once again the evidence is clear and inescapable. Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable telltale smoke smell. Sometimes this is a better indicator than standard electrical test performed with a volts/ohms meter. In conclusion the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail. I learned a long time ago that once you let the "factory smoke" out of any electrical device it is nigh on impossible to replenish.

Thanks to Paul Vercoe for this enlightenment