

## ***WHAT'S BEEN.***

**The 2012 Lord Nelson Tour on Sept' 21st / 24th** with 54 entries was a great success made very social by the 106 very friendly classic car enthusiasts. At Hanmer for lunch on the Friday and shopping for the girls which was a hit (most of the drivers sat around the motels with a few beverages as they do). Saturday 9 am everyone headed out to Dawsons Reserve at a great rate of knots (miles) as if they wanted to get motoring. Coffee at Hurunui or Culverden and then some good back roads to meet The Weka Pass Train for a one o'clock departure. We had great train ride of about 2 hours up to Waikari where the train was turned around for the return journey and a crunchy bar to enjoy from the Milky Bar Kid. On to Rangiora mid afternoon and a social get together at the Plough Hotel in the evening. Sunday with the weather still fine we headed off to Jo Seager's Oxford Cafe for a coffee and a short talk by Ross Seager about the Canterbury economy, earthquake, and the business they run at Oxford. Then on to Arthurs Pass. What a blast this road trip was with hoods down and beautiful road conditions, hardly any traffic and only Classic cars passing us! Jackson's Hotel was our organised lunch stop for the Famous Jackson's Pie and a Pint. Then it was on to Hokitika Ocean View Hotel via the old Canterbury Road for our end of Tour Final Buffet Dinner. What a beautiful place to stay as Winston said "This is as good as anywhere in the world".

Monday was travel home day at leisure after a big breakfast at the Hotel. Thanks to Bill and Pauline Osborne for car parking at Hanmer School, Ken Morris for Tour start duties, and Pat and Patricia Clay for Sponsorship and general help throughout the Tour. This was a truly memorable Tour with excellent weather, classic cars, and good friendly company *Cheers and thanks Geoff and Phyllis Morris (Tour organisers)*



*Here we see our president (Superman)  
earning his Weka Pass Railway Crunchie Bar*

**7<sup>th</sup> October** A total of fourteen cars assembled at the NMIT Richmond for a very enjoyable cruise through some of the less travelled roads south of Richmond. At the destination, the Grape Escape we all enjoyed a refreshing cuppa and cake or something similar; sadly we were separated into at least 3 groups so discussion and post mortems were curtailed a bit. Even though the small amount of gravel road we had the option of travelling on was smooth, it was too much for one of the participants.

**Before you criticize someone  
walk a mile in their shoes. That  
way, when you criticize them  
you are a mile away and you  
have their shoes.**

*A failed shock absorber  
from a Reliant Scimitar.*



## **South Australian Odyssey**

Eight couples from our club took part in this touring rally that was organised through the Christchurch Classic Motoring Society. Cars were hired in Melbourne for the 13 day event that started on the 26<sup>th</sup> September, 40km out of Melbourne in Sunbury with a breakfast at The Gatehouse to Rupertswood Mansion, the birthplace of the cricketering Ashes.

The first day's motoring was through notorious bushranger country at Bacchus Marsh before joining the Great Ocean Road to our overnight stop at Warrnambool. Next day's travel was to Mount Gambier through quaint seaside settlements and dormant volcanos.

Day three the route passed through Penola (the town prominent in the life of Mary McKillop who gained Catholic sainthood), old railway workshop town of Tailem Bend then Murray Bridge with the night stay at Strathalbyn, an historic town founded in 1839. Day four we explored the beautiful Fleurieu Peninsula with our destination Glenelg (fondly known as 'the bay') in Adelaide for a 3 nights stay.

Sunday 30<sup>th</sup> September, South Australia Labour weekend, we joined the Bay to Birdwood Run, Australia's premier historic motoring event which has won the National Tourism Award as the best special event or festival staged in Australia. The Run is the largest most continually staged historic motoring event held anywhere in the world. This year it consisted of over 1300 pre 1956 vehicles. Hundreds of thousands of spectators lined the 70km route to watch the historic cavalcade as it travelled on a four lane highway, which was still open to the general traffic, through metropolitan Adelaide and the hills region to Birdwood. On the later stage the route was dual carriage one way. It takes 1½ – 2 hours for the vehicles on the run to pass any one vantage point. In alternative years the Run caters for vehicles post 1956 to up to 30 years old and attracts over 1600 vehicles. The Run finishes at the Birdwood National Motor Museum which contains more than 300 vehicles and has spacious grounds for picnicking and parking of the vehicles from the Run to allow public viewing.

Their Labour Day Monday was a free day for us to choose our own activities – many chose retail therapy in the city and nearby sight- seeing. Day seven we followed the Murray River through interesting towns and sights including Lake Bonney where in 1964 Donald Campbell made his water speed record attempt. He reached 347.5km/h but his bid failed as the Lake was too small. At lunch time we came across 170 Austin sevens who had been on the Bay run and were now on a hub rally based at a nearby town. Our night stop was at Renmark on the Murray River which due to an irrigation system established in 1887 is a major fruit growing area.

The next two days were spent motoring over 700 km exploring the surrounding area, pastoral landholdings, Flinders Ranges, old towns, sea ports. The exploring included Iron Knob, Australia's first iron ore mine and Whyalla town and port. Overnight stays were at Port Pirie and Port Augusta. Day ten we travelled through Quorn and the Pichi Richi Railway operating museum, Peterborough and on to Broken Hill along very long straight roads and barren flat land either side of the road. The "broken hill" that gives its name to Broken Hill actually comprised a number of hills that appeared to have a break in them. The broken hill no longer exists having been mined away. Broken Hill appears to be similar in size to Blenheim and as well as BHP Billiton, the world's largest mining company having its roots in the town, is also a major base for both the Royal Flying Doctor Service and School of the Air. Many major movies e.g. 'Mad Max' and 'Priscilla Queen of the Desert' are made in the area and it is becoming a town for artists. Like our West Coast mining operations though, many of the workers fly in and out to work and their families live elsewhere. We had two nights in Broken Hill with a free day to do our own sightseeing (mines, galleries, museums etc). Overlooking the town is a large restaurant and recently built memorial naming the 800 plus miners that have been killed since mining commenced with dates and how they died.

Day twelve we travelled 288km to Mildura passing through Wentworth an historic once busy river steamer port at the junction of the Murray and Darling rivers and features Australia's only monument to a tractor (Ferguson). Mildura on the Murray River is surrounded by vast numbers of wineries and fruit growing farms due to irrigation established from the late 1880s. For our last day we followed the Murray River down through Swan Hill, a visit to the Catalina Museum at Lake Boga and other points of interest and on to Echuca which was the second largest port on the Murray. Lake Boga was an integral part of the allied defence during World War 11 – the No.1 Flying Boat Repair Depot and underground communications bunker. At Echuca we visited the National Holden Motor Museum and had our farewell dinner and awards.

Max & Marilyn Clarke won the top accumulated points in the optional completion of the daily activities sheets and Richard & Sue Horrell won the award for the "Spirit of the Event" – they had completed the event in their Australia based Mark I Cortina. Other participants from our club were, Frank & Lyn Davidson, Doug & Pam Frost, Frank & Glenys Griffith, Peter & Bev Hoult, Ross & Beulah Taplin and Paul & Barbara Vercoe.

The next day we went our own ways, some to travel further afield, some to return to Melbourne 3 hours away. Most of the participants spent time before and after the rally in and around Melbourne.

The event was very well organised with comprehensive Route Book instructions and points of interest, fuel & food stops etc. A good variety of motoring, good accommodation and meals arranged. Our special thanks to Graeme Sharp and team in Christchurch together with Robin & Barbara Fletcher in Australia who put the tour together and conducted the morning briefings and marked the activity sheets.

We covered over 4000kms on sealed and dirt roads and on a free vehicle ferry across the Murray. The weather was generally favourable. The open speed limit was 110km/h on most roads (Graeme Sharp got pulled over by a Broken Hill Traffic Officer for doing 80kph on a 110kph road but managed to talk his way out of a ticket – he wasn't holding up traffic but was looking for signs to complete his daily activity sheet) Petrol price varied between A\$1.37 & A\$1.49 litre (say NZD\$1.85 litre)

*A big thankyou to Peter Hoult for this very interesting article.*

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## **IMPORTANT NOTICE**

If you are a member of any other car clubs please contact a committee member with contact details for those clubs. We are trying to set up a data sheet to combine events with others.

## ***WHAT'S COMING***

**9<sup>th</sup> December A barbeque** for Blenheim members will be held at Pat Clays property. Of course all members are welcome to attend. Nelson cars assemble at Q.E.2 ) 9:30 to cruise there in convoy.

**16<sup>th</sup> December** Christmas Champagne Breakfast Barbeque. Will be held at the usual venue, Rabbit Island, starting about 9.00am. Bring your own breakfast and barbeques. The club will supply Christmas cake and bubbly.

**20<sup>th</sup> January 2013 ??** A trip to Cape Campbell. Nelson departs Q.E.2 Drive 08:45 am to meet Blenheim members at Railway Station 10:30 am. Will be postponed till 27<sup>th</sup> if weather not suitable./

**24<sup>th</sup> February 2013** The Annual General Meeting will be held at the Rai Tavern. We need to elect a new vice president and secretary for the coming year. Any one willing to take on any of these positions please contact a committee member. **PLEASE PLEASE PRETTY PLEASE!**

**3<sup>rd</sup> March 2013** The Blenheim Hospice Classic Car display will be held at the Waterlea Race course Blenheim. Please assemble at racecourse early for an 11.00am start of public viewing It is planned for all the Nelson cars to drive via Lake Rotoiti and through the Wairau gorge together.

**29<sup>th</sup> / 30<sup>th</sup> /31<sup>st</sup> March 2013 Omaka Air Show.** If you have an American car, pre 1980 and would like to display it please contact Pat Pascoe (03 573 8964 or email [p.pascoe@xtra.co.nz](mailto:p.pascoe@xtra.co.nz)) As an incentive 2 free passes will be available for each day your car is displayed.

**April Fools Tour 19<sup>th</sup> / 20<sup>th</sup> / 21<sup>st</sup> April** This popular tour starts this time at Haast, travels to Queenstown via Wanaka and the Crown Range. Accommodation is at Rydges Hotel. (Optional extra is a trip on the Earnslaw for a Buffet dinner at Walter Peak at a negotiated exceptionally good rate. \$92.00 pp) Day two will be motoring on the lovely Southland roads to Invercargill where the accommodation is at Ascot Park Hotel. (Sharing with the Alfa Club) Day three we journey up the east coast to Oamaru (via the Catlins?) to be driven by coach at 6:30pm to dinner at a unique location. We hope to have the entry forms out in a special newsletter before Christmas but mark your calendar now!

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## Do we really need a W.O.F. check?

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It was mealtime during a flight on a British Airways plane:  
"Would you like dinner?" the flight attendant asked the man seated in the front row.  
"What are my choices?" the man asked. "Yes or no," she replied!



These T Shirts were  
tested on animals.  
They didn't fit!

**Are you selling your house or farm? Then don't forget "HAVEN REALTY" who donate the paper and photocopying of these newsletters.**