

WHAT'S BEEN

2014 Marlborough Hospice Car Show.

After months of planning the day finally arrived. We turned up early to set up and by 9am the vehicles started rolling in. Cars, boats, motorbikes, big rigs and many more different vehicles seemed to drive in the gate. We had over 300 vehicles turn up!

We had Mr Whippy, coffee cart, sausage sizzle, a drinks stand and even managed to sell out a hot dog van! Firewood and beautiful red dishes were raffled off on the day and delivered to the lucky winners.

We had enormous support from local clubs including the 4 wheel drive club and timeless rides that made this years display the best yet. The public also got behind the event and came in to enjoy all these beautiful vehicles.

We raised \$5,200 for the Marlborough Hospice! A massive thank you to all the members who supported us by bringing their cars and a big thank you to the big group of Nelson members who made the trip over the hill to enjoy this great day out.



Photographed and written by Anna & Sonja Greenhill.

4th 5th & 6th April Weekend in Hanmer Marginal weather did not hamper the enjoyment of this weekend, a fine day on Friday for the leisurely drive to Hanmer followed by a rainy Saturday. Most of the day was spent indoors viewing the amazing collections at the Yaldhurst Museum and the Stewarts Classic Cars. It is so good to see a lot of the "bread and butter" cars that we grew up with being as well looked after as the more exotic vehicles featured in other hermetically sealed sheds. Sunday we all met for breakfast then proceeded via Kaikoura back home with stops at Oaro and Ward.

Thanks to Geoff and Phyllis Morris for a great weekend.



*Friendly
welcome at
Stewarts
Classic
Cars*





It wasn't just about cars



27th April 2014 The journey to Linkwater for lunch was well attended, though the day was a bit cold. I did not attend this run and have not received many details.

4th May 2014 Breakfast at "623 On the Rocks" was enjoyed by more than 30 members who after the meal drove via some winding back country roads to the Wakefield Steam Museum (Higgins Park). An interesting drive it was too, over some almost unknown "good" gravel roads. Good, with a few pot holes and corrugations to swerve around and tight corners to slide around!



Breakfast at "623"



WHAT'S COMING

31st May 1st & 2nd June (Queens Birthday) A trip to West Coast. This has been cancelled because of problems with accommodation. Maybe we will try again later in the year?

8th June Leaving NMIT at 9.30am travelling to Golden Bay for a BYO lunch. Contact Frank Griffith phone 547 3354 or email fg.griffith@kinect.co.nz with any queries.

14th & 15th June. A mid winter dinner at Blenheim. Please arrange your own accommodation at Scenic Circle Hotel. (email mailto:Adrian.Clifton@scenicgroup.co.nz. Phone 03 520 6187) A special room rate of \$135.00 has been negotiated and the 3 course meal is only \$25.00 per head. Full breakfast is also available at \$19.50. Happy hour starts at 6.00 pm with meal to follow. Sunday will be a visit to Yealand's Winery then on to East Coast Inn for lunch. Please contact Sonja Greenhill 03 578 9062 spgreenhill@xtra.co.nz with numbers attending.

6th July. Departing from NMIT Queen Street Richmond at 10:00 am we will drive to Gowan Valley for a BYO barbeque, travelling via Dovedale stopping for morning coffee at Kohatu Flat Rock Cafe. This will be happening wet or fine as Ladd Robinson has arranged the use of some privately owned baches for shelter and toilets etc. Better to bring your own seating, food and drinks though. Contact Ladd for any more information. Phone 544 6728 or email laddrobinson@compassnet.co.nz

10th August. A drive to the source of the Riwaka River / Kaiteriteri. Peter Hoult is the organizer.

7th September. Drive to Rai Valley for afternoon tea.

5th October. A drive to Lake Rotoiti for lunch. Chris Rhodes is the organizer.

We have been given a carton of various old "Classic Car magazines" (about 1989 / 92 vintage) thanks to Mrs Anne Haydock. Anyone wanting a browse through them, contact Frank Griffith.

Frank has also offered to conduct a tour of the Heslop's truck servicing etc premises at the old freezing works complex. If interested give him a ring to arrange times etc. phone 547 3354 or email fg.griffith@kinect.co.nz

New Members.

We wish a very warm welcome to these recently joined members. We are looking forward to meeting you at our coming events.

E & Jutta Knowles; Ward. Evan & Robyn Price; Nelson. Kevin & Hilary Wilkey; Blenheim.

Paul & Suzanne Leslie; Blenheim. Russell France; Stoke. Deborah Petterson; Nelson.

Stuart & Jill Mitchell; Hokitika. Jack & Leonie Renton; Hokitika.

Tom Williams & Robin Voigt; Greymouth. Robin & Donella Mortimer; Oamaru.

FOR SALE



1991 Jaguar XJS V12 for sale. This car has only travelled 53000 kilometres and is for sale at \$30,000 or near offer

Enquires to Robyn. Phone 03 57 85360 or 0278081971



One night at Cheers, Cliff Clavin said to his buddy, Norm Peterson:

"Well, you see, Norm, it's like this.. A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members.

In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine! That's why you always feel smarter after a few beers.

Project 64 update. Gary Orton and Guy Griffith of Victory Auto in Nelson are the driving force behind the Project 64 speed attempt to be held at Bonneville Salt Flats later this year. Although I had looked over this record breaking car when it was displayed in the WOW museum I had no idea of the research and preparation required for something of this nature. Aside from the aerodynamic problems, 10 inch wheels

whizzing around at speed, and stability. Thanks go to Frank Griffith for checking on progress of this amazing venture. See below for further information.

Project 64 Supporters Club Raffle Tickets

This is an ongoing saga, but even though the dates for the draw has passed do not destroy your ticket, there will still be a draw A.S.A.P.



I am sure most club members followed our Project 64 Bonneville mini back in 2012, For those that don't know the in's and out's of this mission I will recap for you, Back in 2010 we had a dream, "let's go to Bonneville, break a record, use something old, celebrate with a few Budweiser's and have some fun" Easy! If only that was true. After studying the rules for weeks we found a class that we felt we would have a good chance of raising the record in, The class was I B G C. The I is for the engine size (850 to 1015cc) B - Blown (in our car we used a turbo) G- Gas (in English this is petrol) C- Coupe

After spending hours on the internet we agreed to use the Mini, we had a 970 cooper S crank shaft in stock, the 970 engine has the same bore size as the 1275 cooper S but with a very short stroke, The good thing with the 1275 bore size was it gave us the opportunity to graft on the BMW K1200 motorcycle cylinder head, this gave us 4 valves per cylinder and twin overhead cam shafts. Bryan and Nelson Hartley took on the challenge to build the 2 engines we would take with us, We had forged pistons made in Christchurch and a set of special con rods built in the UK, fitted a turbo off a Subaru WRX , wired up electronic fuel injection then run the first engine on the dyno on petrol, The dyno result gave us plenty to smile about , our aim was 250 horse power at 9500 rpm, at the end of the day our first engine had 286 hp on petrol with 18 psi of turbo boost. Next plan was to tune it on Methanol; this stunned us all with the dyno reading 326 hp with 10psi of boost. The Classic Mini world record was 121mph set on the salt in the mid-90s, the Bonneville record for the class we were going to run in was 131 mph. Our Aim was 150 mph, calculations told us we needed 250 hp to achieve 150 mph so our confidence was high, but in motor sport nothing is guaranteed, by day 3 we had 2 engines dismantled in our trailer everyone scratching their heads wondering what the hell are we going to do to recover from this, anyway with some crude modifications, luck, and the skill of our team we were able to salvage 1 engine and some pride. We fitted the cobbled together engine to the car and went out and ran 141 mph, then the next morning ran 151 so that gave us a new Bonneville averaged record of 146mph. Not happy with that Bryan raised the rev limiter to 10,000rpm and we ran 156 mph but the week was finished so we couldn't do the backup run.

Once home in NZ we stripped the engines, diagnosed all the weak areas and made a plan to return to the salt. The areas we needed to improve on the car were mainly tyres (as we had gone faster than the rating of our tyre the last thing we needed was a blow out) We re- calculated our horse power, gearing and felt that 170-175 mph was possible. (Our aim is to raise our record close to 164 mph average) We now have special tyres from the UK going to Los Angeles for the Bonneville tyre expert to modify by removing the tread; this will reduce the rotating weight of the tyre allowing for a higher speed rating. We have also purchased a parachute as all cars capable of over 170 mph must have a chute for slowing down. The parachute helps keep the car straight when slowing down from high speeds.

Our engines are receiving some modifications to help reliability, new con-rods, new forged pistons and special crankshafts being built by Arrow engineering in the UK, Arrow build a lot of the formula one crank shafts, our new crank shafts will have wider bearing journals and are made of state of the art materials and design, Currently we are waiting on Arrow to supply our cranks , very frustrating waiting on a 3rd party but totally out of our control, I guess 2 mini cranks are just small fry compared to formula 1 cranks. This time we plan on running the car in 4 classes, these classes have current records of 133-146 mph so we feel confident of success but as always we need everything to go our way. Our team is very grateful for your clubs support, without this support from clubs and individual's this project would never get off the ground

Once again thank you for your support. *Garry Orton*

For your information here is a chart for us older guys to convert litres per kilometre to miles per gallon and understand it.

Miles to Kilometres= multiply by 1.609

Kilometres to Miles= Divide by 0.62

Miles per gallon= divide miles by gallons. *(every one knows that!)*

Litres to Gallons Divide by 4.546

1m = 1.609k	1k = 0.62m	1l = 0.22gal
2m = 3.218k	2k = 1.24m	2l = 0.44gal
3m = 4.827k	3k = 1.86m	3l = 0.66gal
5m = 8.054k	5k = 3.107m	5l = 1.11gal
10m = 16.090k	10k = 6.215m	10l = 2.20gal
20m = 32.180k	20k = 12.430m	20l = 4.40gal
50m = 80.450k	50k = 31.075m	50l = 10.99gal
100m = 160.90k	100k = 62.150m	100l = 22.00gal

My daughter asked for a pet spider, the pet shop was asking \$75.00 each. Blow this I thought I can get one cheaper off the web!!

My wife has been missing for a week now. The police said I should prepare for the worst so I asked the charity shop for her clothes back!!

Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention, but the wheel does not go nearly as well with pizza. *Dave Barry*

We are extremely grateful to "HAVEN REALTY" who donate the paper and for photocopying the newsletter for those who don't have email.

Please support them when buying and selling your house or farm or castle.



*Haven people
make the
difference*