

Recent Events we enjoyed

Saturday 11th July: Members go to see the Hercules. 24 club members went on a tour at Base Woodbourne to see the rebuild of a C130 Hercules. The Hercules is over 50 years old and it was great to see what they are doing and to think they are doing all this in Blenheim. NZ is the first country in the world to do upgrades on the Hercules. It is an engineering marvel and it was really interesting to see all the work that they are doing. There is over 82kms of wiring being put in the plane and it will be very modern when it is finished.

*Thanks to Peter Greenhill
for organizing this visit
and for the write up.*



Sunday 19th July: A visit to WOW museum. A small but enthusiastic group looked at and reminisced about this amazing collection of exotic and everyday cars, meanwhile the women admired the Wearable Artworks in the other side of the building, leaving the men to meander aimlessly amongst the cars. The afternoon culminated with coffees and other refreshments at the Speight's Ale House.

Wednesday 29th July 14 members enjoyed a sunny days run to Cable Bay organised by Frank Griffith where good socialising and 'catching up' was done at the lookout before travelling back to the Happy Valley Adventures Café for lunch.

Sunday 16th August we organized a lunch run to Linkwater Lodge. It was really a secret 80th birthday surprise for Ian Barnes (Blenheim club member). Pat Pascoe presented Ian with a club cap. The day dawned wet and when the Blenheim members arrived at the railway car park only a couple of the members ventured out to talk to the other members. We left at 11:00 am and arrived at Linkwater around 12:00. The Nelson members arrived not much later. We ended up with 30 cars and 57 people joining for lunch. After a nice lunch we all had a piece of the birthday cake. It was a great day out even though it was a wet drive. Thanks to everyone who joined us for this celebration. *(Thanks to Sonja Greenhill)*



Wednesday 26th August run went to Tophouse via Korere /Kikiwa rd for a light lunch. We were lucky to have a perfect day and the 24 people had a good old natter. Jim Fry arrived in his very well presented Triumph Herald and it was really nice to see Beulah Taplin from Murchison in the big Jag. We all chose our own way home.

COMING EVENTS *(Please note these in your diary)*

18th September: A weekend on the West Coast (Kumara) Being arranged by Pat Pascoe 03 573 8964 p.pascoe@xtra.co.nz the accommodation for this event is filled. Sorry!

20th September: We will drive to Lake Rotoiti for a bring or buy your own lunch on the lake side. Nelson cars will leave from NMIT Queen St car park at 10:30 am and stop for coffee at Kohatu cafe on the way. Any queries contact Bruce Welsford 03 544 6818 or email sota@slingshot.co.nz.

4th October: Afternoon Tea at Ugbrooke Country Estate, a big homestead in the Awatere Valley. We will leave from the Railway Station at 2:00 pm. Afternoon tea with scones and jam costs \$15.00 per head. Please contact Sonja Greenhill with numbers attending. Ph 03 578 9062 spgreenhill@xtra.co.nz

18th October: A Garden Visit at Kohatu (Peter Glue is organizing, details later)

30th October: A 3 day visit to Akaroa. Suggested plans are, Friday afternoon leave from Blenheim, drive to Hanmer via Kaikoura. Saturday, maybe a visit Waimak' Classic Cars then carry on to Akaroa. Sunday drive about the peninsula then have a final meal at the Grand Hotel. Monday make your own way home. Book your own accommodation 30th October

Asure Hanmer Inn Motel 0800 114 511 Aspen Lodge Motel 03 315 7224

Hanmer Resort Motel 03 315 7362

Saturday 31 Oct / 1 Nov Sunday Akaroa

The Grand Hotel 03 304 7011 La Rochelle Motel 0800 452 762

Akaroa Criterion Motel 0800 252 762 Akaroa Waterfront Motels 03 304 7484

6th December: Blenheim Christmas Barbeque at Pat Clay's residence, to be confirmed.

13th December: Rabbit Island Barbeque, BYO barbeques, food and drinks. Starts about 9.00am

January 2016: Trip to Kaikoura, more details later.

February 2016: A visit to Tennyson Inlet, more details later.

16th April 2016: Pat Pascoe (03 573 8964 p.pascoe@xtra.co.nz) is organizing a 4 day tour of the North Island, entry forms will be posted out in October. Because of a communication problem this conflicts with the Canterbury club who are also having a 7 day tour of the North Island at the same time. *(I hope the North Island is big enough to accommodate both groups.)*

New Members. We wish a very warm welcome to these recently joined members. We are looking forward to meeting you on our monthly runs.

John & Annette Ford, Havelock. Gary & Julie Lash, Nelson. Rob & Louise Mounsey, Picton.

Nev & Joan McEwan, Richmond. Allister & Kay Leach, Blenheim.

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

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*Haven people
make the
Difference*

Notes about a Kiwi Trip to Europe (From Harold Gratton)

Last year our daughter, Sonya, her husband, Peter, and two little boys went to live in Prague for six months while Peter did some work for his company. This meant that we just 'had' to go to Europe to visit them. We were away for seven weeks and visited Poland to see where Dad was incarcerated as a POW, Belgium to visit Noelene's Grandfather's grave (killed in 1917), Wales to see my Stepmother and we also visited friends in Germany. As you can see, we got around a bit and found driving interesting at times. It was a great trip and I am going to relate some of the highlights that are related to motoring and mechanical transport. One of our first stops after arriving in England was at the Brooklands Transport Museum. The primary reason for visiting here was to view the Wellington bomber that they have on display because my father was flying in one of these when he got shot down in 1942. Although these were covered in canvas it is easy to see that the structure was incredibly strong. The complete aircraft in the museum was retrieved from Loch Ness (where it crash-landed in 1940) in 1986 and was still very much intact except for the canvas. As well as this aircraft they had a fuselage that was set up as they were when functional and which you can walk inside to get a feeling of size etc, without the noise, smells or cold that went with flying these aircraft. The visit to this museum was made more interesting by the team of enthusiasts who volunteer to man the displays and explain things to the visitors. We spent some time with an ex-spitfire pilot from the war who was an interesting chap. He told us how the spitfire pilots thought that they were the 'bees knees' and virtually won the war until they learned of the work done by Bomber Command, with the conditions endured and the fact that at one period of the war their life expectancy was as short as a couple of weeks! This military aircraft section contains exhibits from the earliest planes up to a Harrier and includes interesting wartime feats like the Dam-busters raid and an example of the actual bombs used. As we only had limited time, we quickly visited a couple of other sections of the museum, including the cars and motorcycles, but definitely see it as "unfinished business" and would not hesitate to recommend this museum to anyone visiting that part of the world. Anyone interested in motoring and transport could easily fill a couple of days here.



We had some interesting experiences in Germany which spanned a few generations of technology. We discovered that it was possible to go on a 'Trabi Safari' in Berlin where we would actually drive one of these cars – so I made my contribution to the 'air quality' of the city by adding some smoke screens. The tour has a lead car with the tour guide relating relevant and interesting information via radio as the tour progresses – in all of the languages of the participants. As you are probably aware, these cars are very basic and have a distinct lack of power but the column-change gearbox was extremely smooth and easy to use. I was pleased to get up to 65kph and would have been able to achieve more, probably 75, on a longer run but also noting that the speed limit was only 50kph. On completion of the drive we were issued with a licence to drive a Trabant. These cars were first produced in 1957, the same year as the Sputnik, and they pointed out that there were only three sputnik produced as opposed to the three million



Trabants. Later on our tour we had a few days visiting friends who live just outside Stuttgart, the home of Mercedes and Porche, so we saw some very modern technology. The first morning here we had a brief tour of the village and in to a vineyard on the back of a 1963 Porche tractor with the proud young lady who owns it in charge. Whilst here we also visited the Mercedes Museum and had a tour of the Porsche factory. The Mercedes museum is large and covers their full history from the late 19th century to the present day,



1963 Porsche Tractor

Trabant turned off. (No smoke!)



these included an airship propulsion motor, boat motors, cars, trucks aircraft engines etc. The museum also covers the dark history (with apologies) when the company was involved with the Nazi regime and used slave labour, made up of POWS and Jewish prisoners. They also emphasised their efforts from about the 1970's to improve motoring safety. When the road deaths in Germany were considered to be getting far too high they decided to take some responsibility and in the last 40 years the deaths have apparently dropped by about two thirds of what they were.



Pictures taken at the museum



Our visit to the Porsche factory was even more enlightening and interesting. This factory produces the 911 models and makes engines for these and some other models. Here we learned that they only produce these cars to order and not for the showroom floor. The car is not actually started until the order is placed with the full specifications which will include all of the details from engine and drive train down to the colour of the upholstery and the stitching. Even things like the wiring loom are made specifically for each car and only carry the wires required, for example it will only contain wires for fog lights if these were specified in the order. These come into the factory with the body painted and are then hand produced. We only noticed a couple of robots in the factory; one was putting in windscreens and the other torqueing down the heads on the engines. We noticed that the cars leaving the factory were in covered trucks. As we were not allowed cameras in the factory, I have included a couple of photos from the showroom outside.



A very hot GT3RS

Porsche Push Bike (Not so hot)

