



“Classic Chatter”



May/June 2008

The Editor Says:-

Well, I got through the first newsletter albeit there were some mistakes. I guess it just goes to show that you can teach and “an old dog new tricks” and I do not mind admitting that I have enjoyed the experience.....so far.

What is important, is that you the members, contribute. I very much value your contributions so feel free to send me anything (including photos). If I need to apply some “editorial licence”, I will, but only to make it more readable.

I think that I now understand the need for the newsletter to be out, both on the website and in print form by the end of the two-month period. To this end, I would ask that all contributions be with me by 16 June, 18 August, 20 October and 15 December. This will give me time to make any corrections and “proof read it before publications. Remember though.....THE EARLIER THE BETTER!

Feel free to contact me (Terry Byrne) at gouby@xtra.co.nz at any time or call me on 03 5444335. I can be contacted at work as well and that is 03 5479789 (extn 817) or terry.byrne@fultonhogan.com

Toodle Pip!

MID-WINTER CHRISTMAS DINNER

5th July 2008

This is a wonderful annual event and you are encouraged to make the commitment to attend this function.

Details are:

Date:- Saturday 5th July 2008

Place:- Maitai Club, Kinzett Terrace,
Nelson

Time:- 6.30pm drinks for
dinner at 7.00pm

Cost:- \$30.00 per head (3-course meal)



RSVP: Reply in writing to PO Box 2416, Stoke, Nelson. Include numbers attending and a cheque written out to the “Classic Motoring Society of Nelson”, by **Wed 2nd July 2008.**



Club Executive 2008



PO Box 2416 STOKE, NELSON 7041
www.classicmotoringnelson.org.nz

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Articles and photo contributions to the newsletter
are **MOST** welcome

To see this newsletter in **full colour** please visit :-

www.classicmotoringnelson.org.nz

Click on “Classic Chatter” and then click the link to Current Newsletter.

**Save the Club money by reducing the cost of printing & mailing-
out newsletters.**

The President's Report.....



The President's Report....

Thank you to Jack and Jean Broughan from Blenheim, for organizing a very successful trip to Cape Campbell Lighthouse on Sunday the 4th May. To meet at the Montana Winery enabled us to have a coffee and a chat before heading off to the coast. It was an amazing experience to climb the lighthouse on such a windy (and I mean windy) day. 56 cars took advantage of the trip.

You have received notice of the Mid-Winter Dinner on July 5th. Get a group together and enjoy the evening. This year it is to be at the Maitai Bowling Club, 1 Kinzett Tce. Nelson. Turn off roundabout at bottom of Trafalgar St adjoining Queen Elizabeth Dr.

There are still places available for the Lord Nelson Rally. Check your bulletin.

It was helpful when we visited the lighthouse to have most members with their nametags on. We keep ours in the car so we know they will be on hand!

Keep the stories, photographs, articles etc coming in to our bulletin editor Terry. He appreciates your input.

If you would like to organize an event or run please contact a committee member.

Regards

Russell Egan



Tour Report:

Cape Campbell Run

4 May 2008 2008

At 10.30am, on a cool but fine day, 50 **vehicles** assembled at the Montana Winery car-park in Blenheim, ready to visit the delights of Cape Campbell. The turnout was impressive and congratulations must go to both the organizers and the participants. Special thanks are offered to Jack & Jean Broughan as well as Arthur and Sue Anderson for the organizing and control of this popular event. Thanks also to the owners, Rob & Sally Peter and a gold coin donation was forwarded to the Ward Primary School.

A very good handout gave us the history of the Cape Campbell Farm (enclosed) and we were doubly "blessed" by having **John Auld** from Maritime New Zealand available to open the lighthouse and allow us to view what could only be described as a magnificent piece of our countries history. Although un-manned, the lighthouse still operates and is vital to maritime navigation in this harsh environment.

The weather (a cold biting southerly) reminded us of the perils that exist on exposed coastlines and the strength and constancy of the wind was testament to the exposed nature of this region. Oh, to be a lighthouse keeper!

The route, although over an unsealed road and farm property was easily navigable. There were a couple of "groundings", but no mishaps.

Photos of the event and the lighthouse are on the following pages.

(A more detailed report on the Farm and its surrounds is on page 9.)

More Information:-.

THE CLUB WOULD LIKE TO ASK ALL MEMBERS TO PLEASE WEAR THEIR NAME BADGES WHEN ON CLUB OUTINGS. THIS HELPS NEW MEMBERS TO GET TO KNOW EVERYONE BETTER.

Photos from the Cape Campbell run:-



Cars Outside Montana Vineyard



The Route In



More Photos!!



The Fyfe Memorial



Cape Campbell Lighthouse



A View From The Top

Brent's Swallow Doretti



Terry Byrne reports:-

Brent Cameron's 1954 Swallow Doretti gets a few quizzical looks. It has an Italian sounding name, but it is not Italian. It looks a bit like an Austin Healy or perhaps even a Volvo.

He says that only about 10 percent of people who are into classic cars actually know what it is. It is English and the Swallow company has strong links with Jaguar.

Brent, who is a member of the Classic Motoring Society of Nelson and Marlborough, says the name Doretti is a hybrid of Dorothy Deen, one of those involved in importing the car into the United States who died last year, and ``etti'', which makes it sound Italian, and it even has a prancing horse emblem, similar to Ferrari.

The car is rare; only 280 were built.

Brent's Doretti is the only one in the South Island, one of only eight in the country New Zealand, and one of only three on the road.

The rest are in cardboard boxes, he says.

His car was brought into the country in 1962. Brent's father, Dick Cameron, bought it about 37 years ago. He saw the Blenheim-based car advertised for sale in a Christchurch paper and immediately drove up on the Saturday night and put in an offer after test driving it. Three others were waiting to buy the car.

After Dick's death it sat in Brent's mother's garage for the best part of 20 years.

Brent says he thought something should be done with the car when he saw three sacks of potatoes stored on the bonnet. So he bought it.

Brent's car has never been restored and the paint job is 35 years old, however he is working on it slowly, and it is a ``restoration in progress".

``I sell boats for a living and this is my escape. I come here and tinker with old cars."

He says he likes the Doretti because it's different. It's a reliable car, which has never spent time by the side of the road. With a two litre engine, he says the car is fast, he says.

``It can do 120mph, but it just won't stop. It's got 1954 brakes in it."

He has driven it to Napier and Dunedin, and it has been through Molesworth Station.

Brent also owns a 1965 Triumph TR4A. The two cars have the same heritage.

``These are drivers. They are not what you would call concours cars."

Article Courtesy of the Marlborough Express



Photos!

The Swallow Doretti of Brent Cameron's (white one) flanked by John Rummary's and Wayne & Gill Butt's similar cars.



Why Does the Winner of the Indy 500 Drink a Quart of Milk?



With the fantastic news that Scott Dixon has just won the 92nd running of the Indianapolis 500, it set me thinking why and where does the tradition of the winner drinking a quart of milk come from?

The tradition is not that old!

Milk became “The Drink of Champions”, after Louis Meyer, the winner of the 1936 Indianapolis 500, was photographed gulping down a bottle of buttermilk, his favourite drink. Apparently his mother encouraged him to drink buttermilk, claiming it would refresh him. The photograph found its way on to the desk of an Executive at the Milk Foundation and seeing a promotional opportunity, “made sure that every winner from that time on, would receive a bottle of milk to drink”.

A new tradition was therefore born!

Cape Campbell Farm Visit



This rich coastline and fertile hills between the Flaxbourne River and Lake Grassmere has attracted man from the earliest times. The first settlers in this region were Maori, who were primarily based near the food basket of the coast and wetlands.

Cape Campbell Farm is now owned and farmed by Rob & Sally Peter and was originally part of the huge Flaxbourne Station (the first sheep station established in the South Island est. 1847) and originally owned by Clifford & Weld. This station once covered some 78,500 acres up until 1905, when it was balloted for closer settlement and now forms the district of Flaxbourne and the Ward township, today.

In 1912, the Cape block was auctioned and brought by F.H. Rutland (2171 acres), a tough pioneering man whose father discovered gold at Wakamarina. He already owned land on Marathon Flat, Seddon (drawn on the ballot of 1899) and now the Cape became his focus. With no fences or buildings on this property, he firstly built a "Whare" where the Macrocarpa Tree stands on the beach flat. This was built using timber from the original lighthouse.

Living there for months on end while fencing etc, Rutland was accompanied by his wife and 7 children. This was truly basic accommodation for such a family. The Rutlands farmed the Cape for around 45 years, eventually dividing it into two properties, then selling it. During these years, rabbits decimated the land and tuahine scrub dominated the growth. Droughts came and went and farming was less than easy. Adjacent was the property known as the Freeth Estate. This was also brought in the 1912 auction and ran down the sweet limestone valley towards Mussel Point. George Freeth cleared and ploughed many acres of land during the depression years, although never living permanently on the land. This was controlled by managers over the years.

In 1973, John Peter, Rob's father brought the original Rutland blocks and eventually joined it together with the Freeth block in 1990. This gave a total land block of 3,300 acres. During the 1970's and 80's, John Peter cleared the scrub (not an easy task), with bulldozer and fire, then top dressed and conservatively grazed the land to produce the clear hills we see today.

The naturally fertile and healthy country today runs Dorset Stud ewes, Corriedale ewes and Angus/ Hereford cows and young stock. In total, there can be up to 4-5,000 sheep and 2-3,000 cattle. The area is still prone to hard droughts lasting many years and is reliant on only rain water. Having a delicate soil structure, it requires careful management so as to not open up the landscape to the climate extremes.

FYFE MEMORIAL

This was built by the late John Peter (Rob's father), to commemorate Robert Fyfe, a whaler, pioneer and early European settler of Kaikoura and also his Maori companion, Tane. Their 8 tonne schooner *Fidelle*, carrying whale oil, was wrecked here sometime in 1854, with both occupants drowning. They were buried by local shepherds, but the wooden crosses have disappeared and their whereabouts are unknown.

SHEPERDESS REEF

This is a 2.5km off-shore reef and is named after the 28 tonne coastal trader "Shepherdess", which foundered at that spot.

THE LIGHTHOUSE

This is a working lighthouse, but is fully automated, hence un-manned. It was first built in 1870 and replaced with the present steel structure in 1905 (who saw the date on the outside of the steel plates?). It stands 73 feet above the ridge-line and guards the shoreline and dangerous reefs, where many a vessel has come to a disastrous end.

MOUNT TAKO

High on the eastern side is the remains of Post 9, Radar Station, a WWII installation. This was manned by a small number of naval personnel (all under 20 years of age). They lived on the SW side of the mountain.



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For Sale

4 x 500/525 x 16" tyres. All are in very good condition, but 1 is a retread.

\$200.00 for the four (**make an offer**)

Contact:- Terry Byrne 03 5444335 email: gouby@xtra.co.nz

For Sale



1960 Sunbeam Alpine, fitted with 1275cc Hillman Hinter engine.

Twin Throat Weber Carb, Chrome artificial wire wheels (very realistic). Over-drive, hard top, soft top, rear screen. Re-sprayed and re-upholstered since purchase 14 years ago. I would like \$15,000 (negotiable). Includes plate "REDSUN".

Bruce Welsford, 03 5446818 or welsford@ts.co.nz

Club Events & Happenings



June 22nd Club Run

Organised by Bruce Welsford and Frank Griffiths, this is an afternoon run to Ruby Bay where we will see a restored Austin Healey 100/4 and an “E” Type Jaguar.

Meet at NMIT (Lower Queen St, Richmond) at 1.30pm. Bring a thermos as afternoon tea will either be “in the open” or if wet, at a Café. Contact Bruce on 03 5446818 for further details.

5th July—Mid-Winter Dinner

This is to be held at the MAITAI CLUB. The cost is \$30.00 per head and includes a 3 course meal.

Enjoy a wonderful evening, with good company, good entertainment and a value for money meal!!

See the front page for registration details. Cheques and numbers to be to the Club, PO Box 2416, Stoke, Nelson, before Wednesday 2nd July 2008.

5-7th Sep—Lord Nelson Rally

Kevin York is once again organising this and entry forms will be sent out shortly. Kevin has indicated that entries will **only** be accepted on the “**BLUE**” Entry Form. Should you wish to receive a form or require further details, please contact Kevin York on:-

03 5287942 or k.york@xtra.co.nz



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www.classicmotoringnelson.org.nz



A HUGE thanks to Haven Realty for sponsoring the paper and photo-copying of this newsletter.