



NEWSLETTER

JULY 2010

What's Been

May 23rd A very small turnout travelled to Lake Rotoiti to meet with the Blenheim members for lunch at the lake side. The cooler weather confined us to the D.O.C shelter to eat our picnic lunch. A walk on the lake front was followed by afternoon tea at the Tophouse café. An enjoyable day despite the inclement weather.

BEDFORD BAR after the DAWN BREAKER



It's Sunday 20th June and the alarm goes off at 06.30, it's raining, dark and not inviting outside, why do I do this to myself?? Anyway, arrive at WOW centre in my loan car, a 63 Ford Thunderbird (thank you Tony Lloyd) and there are already 6 cars lined up ready for the start of the Dawn-breaker rally, as we waited for departure time a further 5 cars arrived, not a bad turnout on a gloomy old Sunday morning.

A briefing ensued outlining the instructions, predominately how to read straight-line tulips & other such highpoints as the variations in mileage and other challenges including questions and a checkpoint.

Tony and I had a leisurely drive through town generally travelling in the opposite direction so as to challenge those who thought they knew where they were going, much humour for us but probably less so for the crews that saw us.

We then headed to Richmond so we could sit at the compulsory stop checkpoint on Queen Street, the road code stipulates that the vehicle must come to a full and complete stop, those that did a rolling stop should take note...other infringements noted were excessively noisy exhaust notes, but then, who can complain about a Fiat twin cam bark or the V8 burble of a Stag sounding off down Queen street!!

On the assumption we'd pretty much seen all the crews go through we prepared to move off for our coffee break when Russ Nobel from Christchurch was seen to be driving up Queen Street where he should be going down, after a brief redirection he then headed off content in the fact he at least had found his way around the majority of the course navigator-less and without any local knowledge. Once Tony and I had ensconced ourselves at the Bedford bar on Main road Hope for a coffee we didn't have long to wait for the first car to arrive, the Austin Healey of Garry and Karina arrived, less there tail end charlies who appeared soon after. As time slipped by, all crews handed in their run sheets for marking and checking, points being deducted for infringements or collected for correct answers to questions. A hearty breakfast was served upon much conversation

regarding the questions, although the judges decision was final and no discussion would be entered into, well at least not without a healthy bribe...

After breakfast I presented prizes to Russ Nobel for the furthest travelled (CHCH), El Presidenty Geoff Chilton for the cheekiest entrant having parked the Daimler on the Disabled park outside the door with a "for sale" sign on it. Runners up being Garry and Karina (Healey), Ray & Judy (Stag) with winners overall being Frank and Glenys in their Mazda MX5. All up an entirely satisfactory outcome for an event that was for me to have throwing up some challenges over the previous month, having had me Scimitar closely written off by an errant 4x4 on Hope saddle.

Cheers for now. Richard

Thank you Richard Erdman for organising this excellent run and for the brilliant write up.

WHAT'S COMING

The annual mid winter dinner has been cancelled due to lack of numbers.

July 30th & 31st Akaroa Escape Weekend Please contact Mel Peters Christchurch 03 337 4144.

August 22nd A straight line navigation event ("How to" lessons before the start) Meet at Richmond N.M.I.T. car-park 1.15 pm

5th September Classic & Collectables Show Day hosted by the Rover Car Club of Nelson (Inc) at Higgin's Park, Pigeon Valley, Wakefield

17th 18th 19th September The Lord Nelson Run. There is a full field of 55 cars for this event.

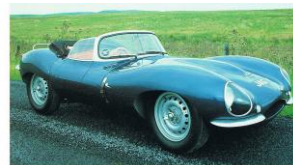
October, meet with Blenheim members for a "sports" competition. Details later.

The committee welcomes any suggestions for car runs, trips away, or anything at any time from any one!

Did you know?

JAGUAR XKSS

Racing car for the road.



Evolved from the racing "D" type these cars had a 3.4litre, 260hp engine and a claimed top speed of 140mph (224 kph), this is probably conservative as the "D" type could achieve 180mph (290 kph)

Manufactured in 1957 it is faster than the "E" type which followed 4 years later.

Never heard of this car. Probably because only 16 were built. A disastrous fire in 1957 destroyed the factory and everything in it.

A huge thank you to HAVEN REALTY for sponsoring the paper and the copying of this newsletter

I intend to live for ever. So far I'm doing well.