

June 2006

The 2nd newsletter for the year!

Mid-Winter Madness

Sunday, 16th July

This is instead of our usual Dawnbreaker run, mostly because I didn't manage to get a newsletter out on time! We've taken pity on you this year and are starting this run at the late hour of 7am from the corner of Beresford Street and Marine Parade. There is a \$5 charge per car so fit as many people as you can in and see the sun rise as we charge around the countryside, finishing up at a breakfast venue. By then you'll have worked up a healthy appetite! As usual, we recommend that you bring a thermos, gloves, warm hat, torch and your spirit of adventure.

AGM Report

12th March

The AGM was held at Terrace Downs just up from the Rakaia Gorge. Interestingly only one person at the meeting had previously visited this location. Twelve members were in attendance with apologies from four other members. As Mike was unable to attend, Bill Cowie stood in and opened the meeting. Owing to the fact that we had not held an AGM last year the meeting was asked for their views to combine the 05 and 06 AGM's. This was agreed on and passed. The financial statements were not available owing to an oversight.

The minutes of the 2004 meeting were read and approved and Bill reported on the general financial health of the club. Discussion followed regarding combining the previous two years accounts and calling a special general meeting to present them. It was suggested the accounts be audited and presented as each individual year with a copy being sent to each member present, also that a special general meeting be called and the accounts be presented.

Election of officers followed. Ian Langham was nominated for President. As there were no further nominations, Ian was elected unopposed. Tony and Jeanette Childs advised they would be standing down from the committee and not seeking renomination. The new committee is Bill Cowie, Scott Dunfoy, Roger Hunt, Mel Peters, Brian Reid, Stephanie Roys.

The year's report was presented, starting with the status of the Twin Rivers run. The 2005 event had been a combined effort between CMSNZ and the Avonhead Rotary Club and run in the traditional format of previous events. With the 2006 event being the first to be run by the Avonhead Rotary only, there were some changes to the run.

Another successful Alpine was held in 2005 with 60 entrants. The coming Marathon was about to start with 36 entrants. Changing the format and date has certainly assisted with the entry numbers. Paris to Peking event was also on track for 2007.

In general business the formation of the Nelson Branch of the CMSNZ as an incorporated society in their own right was discussed. At the time of this happening the concern of the CMSNZ was the legal repercussions to our own members. Legal advice was sought and the club has been advised to rewrite and update our existing rules for the future. Our existing rules have not been changed from the inception of the CMSNZ and do have some minor flaws.

The club's solicitors have drawn up a proposed copy of the new rules. Further discussion followed regarding the proposed rule changes. It was decided that the change of rules be also tabled at the special general meeting, along with the accounts. A copy of the original rules, new rules and changes also be sent to the members present, with due notice of the special general meeting to sent to all members. Being no further business the meeting was closed at 3.55pm.



The go anywhere, do anything Vauxhall Roadster of Margaret and David Banks on the Molesworth Road on the first day of the Marathon — see, no dust!

Events Diary 2006

Sunday 16 July

Mid-Winter Madness

Early morning run followed by breakfast

Sunday 3 December

Christmas Brunch BBQ

Share a relaxing BYO barbecue breakfast

Branches Events Diary

Northern Branch

Northern Branch Contact Details

Chair: Peter Fieldson phone 09-418 0529

Secretary: Ros Baker phone 09-238 7433 (pvt)

Hawkes Bay Branch

Hawkes Bay Branch Contact Details

Chair: Maxine Purvis ph 06-844 4536

Secretary: Ross Jones ph 06-844 4536,
fax 06-844 4596

Classic Marathon 2006 Report

Another Marathon dawned which involved the usual chaos of getting the car ready and sorting out work, but at last we were on our way. Much to our disappointment, DOC had closed the Molesworth road two days before because of the fire risk. But just as we were about to leave the Kaikoura Bakery we got the great news that it had rained heavily in the Molesworth the previous night so DOC reopened the road. Now it was all systems go for a great adventure.

With the Marathon starting in Picton, we took the opportunity to have a get together BYO barbecue at the Blue Anchor (Tour HQ for the night). It was a great way to start off the Marathon with the opportunity to catch up with fellow classic car enthusiasts, many of whom we hadn't seen for over a year.

Thursday morning was the official start of the tour and we awoke to the sound of rain. Any thought of congregating by the barbecue area was dismissed and we all squashed into the TV room for drivers' briefing and the floppy liquorice award.

Once this was out of the way, the Marathon was underway and we headed over the Port Underwood Road. The first adventure was before everyone had even left the starting gates — David and Margaret Banks driver's side window in their 1932 Vauxhall Roadster fell out onto the campground driveway and shattered. It was quickly cleared up and David made up a plastic shelter that was used for the rest of the trip.

The weather had cleared up by the time we got to the Molesworth. We had a huge advantage travelling this road as most people hadn't realised the road had been reopened so we only met two vehicles coming towards us on the whole road. Ray and Lynda Donnell's Dixon was the lowest vehicle on the tour and shook a few bolts loose on this road but most cars made it through without any problems.

We spent Wednesday night at Hanmer Springs which, of course, meant an immersion in the pools. It was a lovely clear evening and was a great way to unwind after a long drive. Thankfully there hadn't been much dust to contend with — just enough to see where other cars were on the road.

Friday morning we woke up to rain (again) which was a bit more challenging for those of us that were



camping. In particular for Geoff Ridley and Jenny Keightley in their yellow Saab 93 — they woke up to a puncture. Trevor and Lorraine Stanley also woke up to a puncture in their Mk II Ford

Escort but had to change it in full view of many participants who offered many helpful hints!!

So drivers' briefing was held under the verandah of the cabins and the usual suspects were well roasted for their exploits. Then we were off to McDonald Downs and Lees Valley.

The McDonald Downs route was a new road to everyone but the tour plotters. It is an extremely well formed farm track and apparently it has been used for car rallies (of the racing sort) before. It exits into the middle of Lees Valley. There were a number of straight forward stream crossings before reaching the Ashley River crossing which meant we were able to get a bit of practice in first.



The Grey's Triumph GT6 has just forded the first branch of the Ashley River and the Jenkins in their MG B are about to.

A number of years ago the Classic Motoring Society did a day trip through Lees Valley on an extremely hot summer day. On that occasion the Ashley River was quite wide and daunting looking and a few cars had to be pulled out. This time however, there were two separate branches and we were through them before we really realised that that was the river.



The windscreen wiper arrangements on Geoff's Saab after Lees Valley. This arrangement was operated by the navigator on demand! [I'm not really picking on Geoff by putting all these photos in but my camera always seemed to be about when things happened to him!!]

At this point there was the opportunity to drive back out Lees Valley towards Loburn. Although this way hadn't been plotted, we assumed that it would be easier than continuing on through Lees Valley. Mel and Gill Peters in their Porsche Boxster were able to tell us that there were another seven (7!!) fords to cross after they'd struggled their way out what was meant to be the easy route! Those of us that continued south down Lees Valley and out to Ashley Gorge had a much easier time of it, except for the GT6 of Lewis and Lorna Gray who got a major crack in their screen from a fast moving farm vehicle.



The dusty VW of Wayne Graves and Glyn Jones parked behind the equally grubby Fiat of Ian Langham and yours truly in Oxford after Lees Valley. By the way, it should be noted that Wayne traded in Glyn as his navigator on Saturday for a much more upmarket model — his wife.

The route then took the Marathoners around the Lake Lyndon Road, except for those where the navigator fell asleep — isn't that right Michael Hanley!!

We spent the night at Pudding Hill Lodge who catered both dinner and breakfast. Those of us that were meant to be doing the camping thing whimped out because of the teeming/pouring/deluging (take your pick) rain at this point and chose a real bed. It was great arriving in the pouring rain and stoking up the big open fireplaces. After dinner we showed the iconic "Goodbye Pork Pie" ultimate NZ road trip movie.

Saturday morning was a more relaxed start after an excellent cooked breakfast. It was a fairly short run down to the Ashburton Aviation Museum where we were given a quick run down on their latest acquisitions (Harrier jumpjet and Canberra bomber



Max and Marilyn Clarke take advantage of the covered entrance way to Pudding Hill to put up their hood on their MG.

cockpit) and then fed an enormous lunch. Can highly recommend a visit there.

We staggered back to our cars (two big meals in half a day must be some sort of tour record!) and hit the road again, heading for Akaroa but not by the most direct route. We went via Southbridge to the main Akaroa Highway and on to Little River. From there we left the main road and headed straight up the hill via Okuti Valley to the Bossu Road. Amazing views were offered out over Lake Ellesmere and to the mountains.

A steeply winding road down to Wainui challenged the brakes and then round to Akaroa, which was full of happy cyclists who had just completed 'Le Race' (Christchurch to Akaroa bike race).

Saturday evening was a free night for people to do their own thing. We walked to the only fish and chip shop in Akaroa, meeting up with fellow Marathoners and watched in amazement at the sheer numbers of people they were putting through. Most impressive. I'd have to say that it's an incredibly steep hill back up to the campground on a full tummy!



A small section of the starting line up Sunday morning at Akaroa. What you can't see is the very cold wind!

Sunday morning was a very brisk start by the Akaroa boat ramp. By this time a number of car changes were apparent, most notably in the Saab ranks.

Geoff's Saab 93 had been changed for his modern Saab, Graeme Matheson's Saab 96 had transformed into a modern 4WD and Graeme Sharp's 96 hadn't made it to the start.

Today's route started off very scenically (if there's such a word) with us heading up to the Summit Road and following the scenic drive around to the hilltop. Then down to Little River and up and over a very narrow, windy and steep road to Port Levy. From there it was a relaxing drive around to Gebbies Pass and rejoining the Summit Road. For a change we dropped down to Governor's Bay and through Lyttelton to Sumner, with plenty of opportunities for coffee breaks.

The route then wound its way through some of the alleys and byways of central Christchurch. Various road hazards were encountered at this stage, including inconsiderately parked trailers which blocked an alley, but most people managed to navigate their way to a well earned beer at the finish.



Phil Ornstein (right) addressing the tour after receiving his Classic Endurance award from Trevor Stanley (left), courtesy of the NZ Classic Car magazine. Geoff Ridley is lurking in the background.

A formal dinner at the Christchurch Casino was the finish to a great event. On arrival most people were completely unrecognisable — gone were the tour polo shirts and jeans. In their place were dinner jackets, bow ties and glittering frocks. A most impressive sight. We rounded the tour off with a few speeches, a couple of prizes and many promises to meet again on another Marathon in two years time. Suggestions for the 2008 route have already been made and I'm sure a plan is being hatched!

Thank you to all the tour organisers but particularly to the tour participants. We had a fabulous time and it was you who made the event so much fun.

Stephanie Royds



Graeme Sharp presenting Spirit of the Event to Wayne and Jo Graves. Once again, Geoff is lurking in the background — with good reason, he was the host for the evening.

PS. A Marathon report written by Trevor Stanley can be seen in the June issue of Classic Car magazine.



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