THE CLASSIC MOTORING Society of New Zealand Inc.

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March 2022

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Secretary: Noeline Hurst 03 347 9092 Treasurer: Diane Brandish 03 327 8991
Committee: Rod Hurst 03 347 9092 Kit Peverill 03 327 9362 Barry Ricketts 021 775300
Tour Coordinator: Graeme Sharp: 021 395 944

EVENTS DIARY

SUNDAY March 6TH

Meeting Place: The Peg Hotel, Belfast 10.30am
Destination: Glenmark Domain for a Picnic lunch
Your hosts: Tony & Jeanette Childs
mob 027 298 1445

THURSDAY March 17TH

Gold Card Cruisers

Meet at Mitre 10 Ferrymead Car Park 10.30 for an 11am start
Picnic lunch at Tai Tapu Domain. Come along for a nice day out.
Your hosts: Kevin & Lois Thornley
mob (Lois) 0276685835

A WARM WELCOME TO NEW MEMBERS

Allan & Janet Green from Cust

DAVID'S DIARY

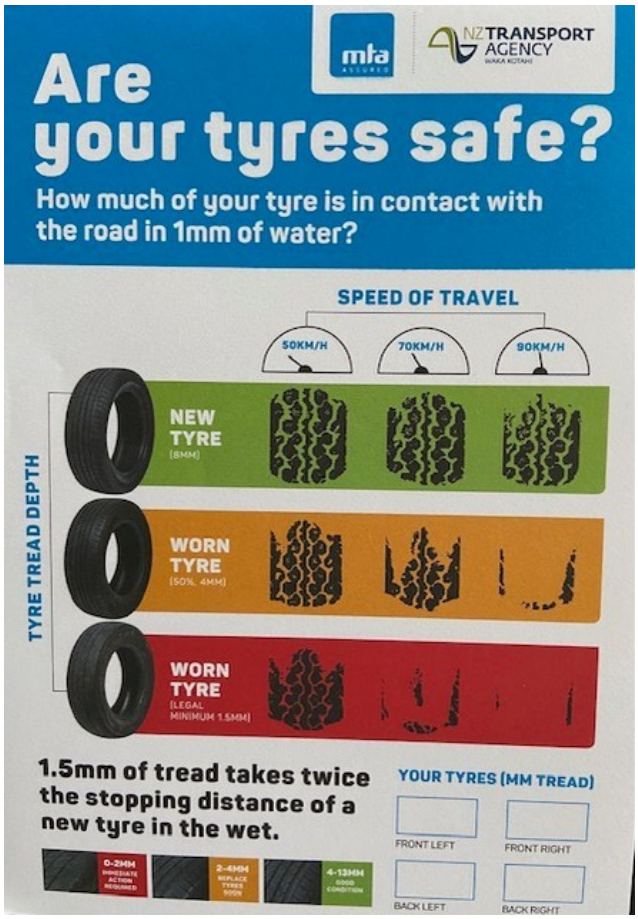
We have just been on a fabulous holiday to the West Coast and Marahau/Nelson.
Just before we left home there was talk of continued heavy rain in Westland followed by a cyclone, so we decided to leave the Alfa Giulietta at home and reach for the DMax again.
A good decision.
Our two nights at Gentle Annie, Mokihinui were great, but shortly after arriving, the owners came and told us that we were currently 'staying on' until all the slips on the roads had been cleared. The speed that the river was flowing was slightly terrifying.

We walked down their road and came across 2 slips. Half of the road had disappeared into the raging Mokihinui River, while the other half was piled high with debris coming down the bank above the road.
Then a couple of days later around 3pm, we heard that diggers were currently clearing the road. We packed up in a hurry and went down.

Almost done

He was digging out the hillside to give the road enough width. These guys live on the coast, swing into action and get the job done like the Pros that they are.
Shortly after this photo, they waved us through. It was slightly up hill and very slimy wet clay.
4WD was the answer, although it squished around in the clay.
That made think about my tyres. only 2 - 3 mm of tread, not ideal, done 80,000km, Bridgestone hi way tyres.
High tread All Terrain tyres would have made it a piece of cake. My tyres had quickly filled the remaining treads with clay, making them ultra smooth with very little grip.
Mud aside then, why do we have tread on our tyres?
Grip?
No. Not exactly.
In dry weather, smooth tyres grip the road very well - think racing slicks, however if the tyres are getting a bit old, the rubber will be hard, which does not grip well.
Rain. That makes all the difference.
Smooth tyres 'ride up' on a layer of water, meaning that your car will grip like a flat bottom boat.

Do you remember in the late 60s when the first Jaguar XJ6 came out? Independent rear suspension and inboard brakes gave it terrific handling and ride with a feeling of absolute luxury.
Then there were the tyres. Radial Ply tyres.
But wait, there's more..
Dunlop led the way with their all new Aquajet tyres especially for the XJ6.
Aquajets addressed what they had recently identified as 'aquaplaning'.
Aquaplaning is where a tyre planes over a layer of water, like the said boat.
The Aquajet tyres actually 'pumped' the water out, creating a near dry surface between the road and the tyre.
That changed tyre tread design forever.
Good quality high tread tyres will pump out the water very well, giving you the grip you always hope for and sometimes desperately need.
Tyres are one of those items where you get what you pay for. There is a truck load of science in good quality tyres. Cheap tyres, not so much.
However as the tyre tread wears down, so does it's ability to pump out the water and keep you safe on wet roads.
When car tyres are new they have about 8 mm of tread. They fail a WOF when they are below 1.5mm in the 'principle grooves'.
MTA now recommend that tyres are replaced when they get below 4mm tread, because their ability to pump out the water greatly reduces.



So, there may be $10 worth of rubber left on each of my tyres but I think I will order a new set. Cheap insurance.
Also, it is a cheap way to transform the handling and safety of a car very easily.

And who knows when the next cyclone is coming?

Regards,
David Harman

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MEMBERS CONTRIBUTIONS

The Power of Batteries

Article supplied by John Purcell

Some amusing language with some good information on the subject.

Anonymous (couldn't locate the author)

When I saw the title of this lecture, especially with the picture of the scantily clad model, I couldn't resist attending. The packed auditorium was abuzz with questions about the address;

nobody seemed to know what to expect. The only hint was a large aluminum block sitting on a sturdy table on the stage.

When the crowd settled down, a scholarly-looking man walked out and put his hand on the shiny block, “Good evening,” he said, “I am here to introduce NMC532-X,” and he patted the block, “we call him NM for short,” and the man smiled proudly. “NM is a typical electric vehicle (EV) car battery in every way except one; we programmed him to send signals of the internal movements of his electrons when charging, discharging, and in several other conditions. We wanted to know what it feels like to be a battery. We don’t know how it happened, but NM began to talk after we downloaded the program.

Despite this ability, we put him in a car for a year and then asked him if he’d like to do presentations about batteries. He readily agreed on the condition he could say whatever he wanted. We thought that was fine, and so, without further ado, I’ll turn the floor over to NM,” the man turned and walked off the stage.

“Good evening,” NM said. He had a slightly affected accent, and when he spoke, he lit up in different colors. “That cheeky woman on the marquee was my idea,” he said. “Were she not there, along with ‘naked’ in the title, I’d likely be speaking to an empty auditorium! I also had them add ‘shocking’ because it’s a favorite word amongst us batteries.” He flashed a light blue color as he laughed.

“Sorry,” NM chuckled, then continued, “Three days ago, at the start of my last lecture, three people walked out. I suppose they were disappointed there would be no dancing girls. But here is what I noticed about them. One was wearing a battery-powered hearing aid, one tapped on his battery-powered cell phone as he left, and a third got into his car, which would not start without a battery. So, I’d like you to think about your day for a moment; how many batteries do you rely on?”

He paused for a full minute which gave us time to count our batteries. Then he went on, “Now, it is not elementary to ask, ‘what is a battery?’ I think Tesla said it best when they called us **Energy Storage Systems**. That’s important. We do not make electricity – we store electricity produced elsewhere, primarily by coal, uranium, *natural* gas-powered plants, or diesel-fueled generators. So to say an EV is a zero-emission vehicle is not at all valid. Also, since forty percent of the electricity generated in the U.S. is from coal-fired plants, it follows that forty percent of the EVs on the road are coal- powered, do you see?”

He flashed blue again. “Einstein’s formula, E=MC2, tells us it takes the same amount of energy to move a five- thousand-pound gasoline-driven automobile a mile as it does an electric one. The only question again is what produces the power? To reiterate, it does not come from the battery; the battery is only the storage device, like a gas tank in a car.”
He lit up red when he said that, and I sensed he was smiling. Then he continued in blue and orange. “Mr. Elkay introduced me as NMC532. If I were the battery from your computer mouse, Elkay would introduce me as double-A, if from your cell phone as CR2032, and so on. We batteries all have the same name depending on our design. By the way, the ‘X’ in my name stands for ‘experimental.’

There are two orders of batteries, rechargeable, and single-use. The most common single-use batteries are A, AA, AAA, C, D. 9V, and lantern types. Those dry-cell species use zinc,

manganese, lithium, silver oxide, or zinc and carbon to store electricity chemically. Please note they all contain toxic, heavy metals.
Rechargeable batteries only differ in their internal materials, usually lithium-ion, nickel-metal oxide, and nickel- cadmium.

The United States uses three billion of these two battery types a year, and most are not recycled; they end up in landfills. California is the only state which requires all batteries be recycled. If you throw your small, used batteries in the trash, here is what happens to them.

All batteries are self-discharging. That means even when not in use, they leak tiny amounts of energy. You have likely ruined a flashlight or two from an old ruptured battery. When a battery runs down and can no longer power a toy or light, you think of it as dead; well, it is not. It continues to leak small amounts of electricity. As the chemicals inside it run out, pressure builds inside the battery's metal casing, and eventually, it cracks. The metals left inside then ooze out. The ooze in your ruined flashlight is toxic, and so is the ooze that will inevitably leak from every battery in a landfill. All batteries eventually rupture; it just takes rechargeable batteries longer to end up in the landfill.

In addition to dry cell batteries, there are also wet cell ones used in automobiles, boats, and motorcycles. The good thing about those is, ninety percent of them are recycled. Unfortunately, we do not yet know how to recycle batteries like me or care to dispose of single-use ones properly.
But that is not half of it. For those of you excited about electric cars and a green revolution, I want you to take a closer look at batteries and also windmills and solar panels. These three technologies share what we call environmentally destructive embedded costs."

NM got redder as he spoke. "Everything manufactured has two costs associated with it, embedded costs and operating costs. I will explain embedded costs using a can of baked beans as my subject.

In this scenario, baked beans are on sale, so you jump in your car and head for the grocery store. Sure enough, there they are on the shelf for $1.75 a can. As you head to the checkout, you begin to think about the embedded costs in the can of beans.

The first cost is the diesel fuel the farmer used to plow the field, till the ground, harvest the beans, and transport them to the food processor. Not only is his diesel fuel an embedded cost, so are the costs to build the tractors, combines, and trucks. In addition, the farmer might use a nitrogen fertilizer made from natural gas.

Next is the energy costs of cooking the beans, heating the building, transporting the workers, and paying for the vast amounts of electricity used to run the plant. The steel can holding the beans is also an embedded cost. Making the steel can requires mining taconite, shipping it by boat, extracting the iron, placing it in a coal-fired blast furnace, and adding carbon. Then it's back on another truck to take the beans to the grocery store. Finally, add in the cost of the gasoline for your car.

But wait - can you guess one of the highest but rarely acknowledged embedded costs?" NM said, then gave us about thirty seconds to make our guesses. Then he flashed his lights and said, "It's the depreciation on the 5000 pound car you used to transport one pound of canned beans!"

NM took on a golden glow, and I thought he might have winked. He said, “But that can of beans is nothing compared to me! I am hundreds of times more complicated. My embedded costs not only come in the form of energy use; they come as environmental destruction, pollution, disease, child labor, and the inability to be recycled.”
He paused, “I weigh one thousand pounds, and as you see, I am about the size of a travel trunk.” NM’s lights showed he was serious. “I contain twenty-five pounds of lithium, sixty pounds of nickel, 44 pounds of manganese, 30 pounds cobalt, 200 pounds of copper, and 400 pounds of aluminum, steel, and plastic. Inside me are 6,831 individual lithium- ion cells.

It should concern you that all those toxic components come from mining. For instance, to manufacture each auto battery like me, you must process 25,000 pounds of brine for the lithium, 30,000 pounds of ore for the cobalt, 5,000 pounds of ore for the nickel, and 25,000 pounds of ore for copper. All told, you dig up 500,000 pounds of the earth’s crust for just - one - battery.”

He let that one sink in, then added, “I mentioned disease and child labor a moment ago. Here’s why. Sixty-eight percent of the world’s cobalt, a significant part of a battery, comes from the Congo. Their mines have no pollution controls and they employ children who die from handling this toxic material. Should we factor in these diseased kids as part of the cost of driving an electric car?”

NM’s red and orange light made it look like he was on fire. “Finally,” he said, “I’d like to leave you with these thoughts. California is building the largest battery in the world near San Francisco, and they intend to power it from solar panels and windmills. They claim this is the ultimate in being ‘green,’ but it is not! This construction project is creating an environmental disaster. Let me tell you why.
The main problem with solar arrays is the chemicals needed to process silicate into the silicon used in the panels. To make pure enough silicon requires processing it with hydrochloric acid, sulfuric acid, nitric acid, hydrogen fluoride, trichloroethane, and acetone. In addition, they also need gallium, arsenide, copper-indium-gallium-diselenide, and cadmium-telluride, which also are highly toxic. Silicon dust is a hazard to the workers, and the panels cannot be recycled.

Windmills are the ultimate in embedded costs and environmental destruction. Each weighs 1688 tons (the equivalent of 23 houses) and contains 1300 tons of concrete, 295 tons of steel, 48 tons of iron, 24 tons of fiberglass, and the hard to extract rare earths neodymium, praseodymium, and dysprosium. Each blade weighs 81,000 pounds and will last 15 to 20 years, at which time it must be replaced. We cannot recycle used blades. Sadly, both solar arrays and windmills kill birds, bats, sea life, and migratory insects.

NM lights dimmed, and he quietly said, “There may be a place for these technologies, but you must look beyond the myth of zero emissions. I predict EVs and windmills will be abandoned once the embedded environmental costs of making and replacing them become apparent.
I’m trying to do my part with these lectures. As you can see, if I had entitled this talk “The Embedded Costs of Going Green,” who would have come? But thank you for your attention, good night, and good luck.”

NM’s lights went out, and he was quiet, like a regular battery.

GO NORTH GOOD PEOPLE :
MARATHON 2022

PROPOSED DATES: SEPTEMBER 4TH to SEPTEMBER 16TH

Planning is well underway, and our erstwhile group of plotters have come up with some exciting options. The plotting team is Phil Schultz and Margaret Povey of Whangarei and Ian and Jenny Sowman from Napier.

The event will start in Whanganui on the 4th of September and travel to Auckland for some rest and recreation before heading to the far north and returning to Auckland after 5 days for another short break. But not before exploring 90 Mile Beach in a tour bus.
Then its away down south again to finish in Masterton before travelling home again.

Some great roads to be explored and some spectacular scenery to take in along with suitable group dinners and perhaps the odd BBQ so we can socialise with our friends.
A couple of members have mentioned that it's a very long way. As I pointed out to them, Phil and Margaret come down to virtually all of our South Island tours from Whangarei as do Ian and Jenny from Napier.

I remember inviting some SAAB friends down to NZ on one of our 6 trips to SAAB meetings in Europe. The last was to northwest Poland. Our SAAB friends said but it's such a long way to New Zealand. I pointed out to them that it is the same distance in both directions.
So, let's get behind our plotting crew and join them in the North Island.
The details of the route are still to be finalised and accommodation confirmed so there maybe some changes to come.

Put the dates in your dairy and we will confirm next month more details including accommodation recommendations.

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OTHER EVENTS THAT MAY INTEREST YOU

Twin Rivers Motoring Extravaganza

Sunday March 13, 2022. Open from 9.30 am.

A&P Showgrounds, 102 Curletts Rd. Sockburn.

$20 per car. Exhibitors & spectators, irrespective of the number of people in it.

Eftpos available. Pre purchase on Facebook.

Originally the event started as a display of classic cars followed by a parade of cars going around the two rivers, the Avon and the Heathcote. Since the earthquake, the parade route has been changed frequently and since 2014 has been renamed, The Twin Rivers Motoring Extravaganza, to encompassing all forms of transport and interesting vehicles including electric cars and machinery.

The event started in 1998, as was initially organised by your club, The Classic Car Motoring Society.
From 2004 the Avonhead Rotary Club has taken it on-board as a charity fund raising event, and since then the Rotary Club has raised $160,000 for various charities. This year the charity is the Canterbury Charity Hospital.

Coffee, food vendors, music and entertainment is provided throughout the day with prizegiving for the best American, Australian, British, European, and Japanese/Korean cars.

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Memo to all Car Clubs
Rotary Club of Ashburton Plains
Classic Car Run 1st May 2022

You are asked to keep this date free as the Rotary Club of Ashburton Plains are once again organising our annual Classic car run. This event is part of the Ashburton Wheels Week festivities. Note that the swap meet is to be held on Saturday 7 th May and not the previous day as normal.
This is the 29 th running of this hugely popular event and we ask you for your participation. Entry fee will be $20/car with profits going to a local organisation. The event will start from the Ashburton Showgrounds at 10.30am and will finish near Mt Somers approximately 1 hour later. Registrations will be from 9.am.
You will be given instructions like a car trial, and carry on the designated route to finish. There will be no shingle roads , except for a 1km graded driveway into the historic farm property and the instructions will be very straight forward.
There will be prizes for various vehicles that will be chosen by our independent judges, Roger Hart and Bernard Egan, two very well known identities in the Mid Canterbury area who have had many years experience of classic cars.
We have arranged for light lunches to be available at the venue, but your own picnic lunches are still encouraged.
The venue is situated 5 km off the scenic inland route 72, offering participants from outside Ashburton County an alternative route home.
We ask all Car Clubs to make their members aware of this fun low key event in your club bulletins or notice board.
For any further information please contact either:
Owen Moore – owen@moorepark.net.nz, 033083442 or
Alan Sim – sim.family@xtra.co.nz, 033088835

HAVE YOU COME OUT FOR COFFEE YET?
Next event is Sunday 20th March. Start time is 9am (ish)

OLD CARS, BIKES AND COFFEE

9am-11am.

On the third sunday of the month we invite all members and any interested members of the public to join us at Cutler Park from 9am-11am for coffee and a catch-up. Turn up in your club eligible vehicle and meet other club members - if enough interest is shown we might head out for a run. Partners and children encourage to join in but please no dogs.

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REMINDER

You will beware that the Government has introduced regulations which must be observed under their Traffic Light System.

CMSNZ will comply with those regulations.

For Sunday and Gold Card Cruiser runs where we visit cafes or other hospitality venues, we will be required to have a Vaccine Pass.

When gathering outside it is preferred that members wear their masks and observe the social distancing guidelines.

Keep indoor rooms well ventilated by opening windows and doors where possible

Wear masks in confined or crowded environments.
If you feel unwell or show any symptoms, stay home.