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November 2021

Chairman: David Harman 027 3438700 Vice-Chairman: Julian Barrett 03 359 1100
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 NOVEMBER 7TH

Meeting Place: Princess Margaret Hospital carpark 3, 10.30am
Destination: picnic lunch
Your hosts: Barry and Kay
mob 021 775300

THURSDAY NOVEMBER 18TH

Gold Card Cruisers

Meeting Place: Tai Tapu, Rest area on left just after passing 50k sign and before crossing bridge into Tai Tapu 10.30am leave at 11.00am

Run to Pigeon Bay ; Picnic lunch.
Your hosts, Kit and Carol Peverill
027 642 1010 03 327 9362

A WARM WELCOME TO NEW MEMBERS

Robert McGarry and Annette Williams from Christchurch



DAVID'S DIARY

Not long now! Counting down the weeks.

Then the sleeps.

Happy Staycations...?

The thing I like most about the Classic Motoring Society NZ is the genuine friendship and inclusiveness we enjoy.

Our club is accepting of all cars and people.

Cars and driving is one thing, looking out for everyone is another.

With this in mind, I asked the committee at our recent meeting if I could set up a WhatsApp page for members of the club to keep in touch.

Everyone agreed so I started setting it up until I realised that with such a big group, we would all get notifications every time anyone made a move, which could get annoying.

After some more consideration, I think that reactivating our Facebook page would work best.

In fact we could have one page as a closed group for members to keep in touch with each other and share club activities around the country. Usual rules, positive and supportive posts only.

The other Facebook page as an open group, more for promotional purposes. Sharing activities, but not personal info.

Watch this space. Let me know if you have any thoughts. dharman@xtra.co.nz

The other thing I am keen on is for members to contribute to our newsletter. Recently I have written some articles which may have stirred some thinking out there.

I would love everyone to feel like they can have some input too. We have many very knowledgeable members. It would be like letters to the editor (or Chairman).

Some members have contacted me with their ideas on Electric Vehicles and I have been asking them to write their response in the newsletter.

Now could be a good time to get an email off to Julian, ready for the December issue.

So here's hoping.

Regards,

David Harman

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REPORT ON SUNDAY OCT 3RD

It was another great turnout of members for our Sunday run organised by Tony and Jeanette. We met at the Yaldy before making our way to View Hill Domain via some interesting roads around Kirwee before crossing the Waimak and turning left into Harmans Gorge Rd and onto our picnic destination where we were greeted by a bunch of motorbikers enjoying a bbq outing.

After lunch and musing over the Peacock's Polski FSO (Polish version of the Fiat 126) we made our way to the Sheffield Pie Shop for coffee, cake and pies for tea.





Photos Mike Kelly

REPORT ON GOLD CARD CRUISERS OCT14TH

Raining, raining, wind howling for two full horrible days thinking it's going to be a wet and windy unpleasant gold card run (COVID cancelled it last month) on Thursday but opened the curtains on Thursday morning to an almost cloudless blue sky “ phew “ thank you weather gods.

A great turnout of about twenty cars and everyone happy to have a break from being house bound.

We left the Rolly community centre taking a “ ticky tour around part of the town and then over to the relatively new Iport industrial sub division and past the site of a planned new shopping mall. From there we meandered out towards Leeston and back towards main south road to end up at the Dunsandel pub, a lovely cafe restaurant with a large variety of yummy food and great service.

From there about twenty of us carried on to Robert Harris Rolleston for more calories and coffee.

Hope everyone enjoyed the day.

Cheers.

Graeme and Merle.

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TASMANIA POSTPONED AGAIN

After discussion with your committee, it has been decided to put off the Tasmanian Odyssey until February/March 2023. Our late 2022 tour slot has been committed to the North Island marathon being plotted by the Sowman and Schultz crews. Looking like an absolute cracker, but more on that later.

It is felt that the risks associated with MIQ or self-isolation, if there are border restrictions are too great. Given the mandated 90% vaccinated rule just introduced it could be that even if we can get to Tasmania, it is possible, we could not get back if the current state of the MIQ “lottery” continues, as it may well do.

A significant factor in reaching this reluctant decision was that some service and accommodation providers are now asking for a non-refundable deposit, in the event that we cancelled after confirming bookings.

The positive thing is that Tasmania is not going anywhere, and our plotted route utilises established tourist routes and is unlikely to need any major adjustments.

For more information please get in touch with G2. info@saabclassics.net or ph 021 395 944

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Fossil Fuelled Internal Combustion Engine Vehicles (FFICEVs) To FFICEV or not to FFICEV? That is the question.

So your current vehicle is getting a little long in the tooth and you're considering buying a replacement one? FFICEVs have dominated the market for the last 100 or so years, but you have been thinking about electric vehicles. Let's think this through though and not confuse feel good with facts.

Firstly, the advantages of Fossil Fuelled Internal Combustion Engine Vehicles:

1. Fossil fuels have a high energy density, meaning that you can go a long way before they need refuelling. Lithium-ion batteries only have an energy density of around 200Wh per kg, whereas petrol and diesel have an energy density of around 13,000Wh per kg. This equates to around 800kWh each time you fill up (for a typical 60 litre fuel tank) which is equivalent to the power needed to run the average home for a month!
2. They are quick to refuel. Filling up only takes a few minutes and there is an established network of around 1,300 FFICEV refuelling stations around the country. There are only around 500 public EV charging stations in NZ (although this number is increasing quickly).
3. FFICEVs are cheaper to buy than equivalent EVs, especially in the second-hand market, which is flooded with FFICEVs. This is because FFICEVs are very popular and there are millions produced every year giving economy of scale, despite FFICEVs being significantly more complicated to produce.
4. Because FFICEVs have been around for so long, their design is well evolved and there is an established industry for the servicing and repair of these vehicles.
5. If anyone can think of a number 6, please let me know.

Disadvantages:

Internal combustion engines have a very narrow operating range (typically 1,000rpm to 6,000rpm – electric motors can typically run from 0rpm to 10,000rpm). They can't start from zero speed without help from an electric starter motor and need multispeed gearboxes to keep them within a limited rpm range to prevent them stalling due to running too slowly, or damaging themselves due to spinning too quickly.



They also need to run at an optimum operating temperature.

- They are incredibly complicated and involve thousands of parts, most of them moving and wearing. Electric vehicles have only a few moving parts.
- Internal combustion engines are very inefficient. The typical engine is about 25% efficient, meaning that only a quarter of the fuel you put into it is used to make the vehicle move.

The rest of the fuel is used up making hot toxic gases and creating unwanted heat, noise and vibration. Even when the vehicle isn't moving it still consumes fuel and causes harmful pollution. Even though you're carry enough energy in your fuel tank to power your home for a month, you can only use a week's worth to go forward! Electric vehicles run at around 85 - 90% efficiency and only use energy when you are moving AND need it.

- FFICEVs can't capture excess energy. When you are slowing down or going down a hill you are still using fuel, unlike electric vehicles which recharge the battery pack using regenerative braking.
- An engine running at optimal conditions creates carbon dioxide gas which is harmful to our environment and has been shown to cause global warming.
- An engine running at normal conditions also produces toxic carbon monoxide and nitrogen oxides, which can easily kill a human if run in an enclosed space.
- FFICEVs have a limited lifetime. Eventually, due to wear of its multitude of mechanical components, it becomes uneconomic to repair and it is cheaper and easier to just buy another vehicle. Because electric vehicles have so few moving and wearing parts, if the battery degrades to an impractical level for use, you can replace the battery pack and reuse the old one for home energy storage.
- FFICEVs are expensive to run. Although considered plentiful, fossil fuels are comparatively expensive to buy. A FFICEV costs around \$20 – 30 per 100km to run compared to \$5 - 10 per 100km for an electric vehicle.
- FFICEVs are unreliable - due to the large number of moving and wearing parts, there is a likelihood that one is going to fail at some point. Regular servicing reduces the chances of breakdowns, by replacing parts before they fail, but comes at a significant financial cost and produces waste products which are harmful to the environment.
- Brake pad wear on FFICEVs is significantly more than on EVs due to the lack of regenerative braking, especially on FFICEVs with automatic transmissions.
- Fossil fuels are a limited non-renewable resource which is fast being used up. It is estimated that reserves will be used up in the next 40 years.
- Fossil fuels are heavily taxed at the pump for petrol and RUCs for diesel.
- There are no government subsidies to help purchase a FFICEV like there are for EVs. In fact, FFICEVs that consume more fuel than average are taxed to discourage the purchase of them.
- Fossil fuel supply is controlled by dominant worldwide corporates who work together to ensure the price of fuel is kept high.
- A majority of crude oil is extracted from only a few countries which leads to political troubles and causes the price to be volatile.



- There is no local supply of crude oil. We are entirely dependent on other countries to supply us. If there was a zombie apocalypse and we were cut off from the rest of the world, we would have no fossil fuels. With an electric vehicle, we have our own fossil fuel-free generation of electricity and can always put some solar panels up to generate electricity in our own back yard.
- Because there is no local supply of crude oil, all our fuel must be shipped from the other side of the world, which in itself consumed vast amounts of fossil fuel and emits large quantities of toxic and greenhouse gases into our atmosphere.
- Fif-icevs is much harder to say than Ee-vees

There are many more, but 18 will do for now.

I wrote this article in response to David's "To EV or not to EV...that is the question" article, which I felt was a little too biased against electric vehicles. I'm an engineer and not a radical "Greenie". My wife and I own thirteen FFICEVs, one hybrid and the only EVs we have are a lawnmower and parts of a motorcycle I'm building. Why don't we own an EV? Fear of the depreciation of newer vehicles (FFICEV and EV) mainly, and financial constipation caused by owning thirteen older FFICEVs. Although my article is written in jest, it is factual and objective. I agree with David that EVs aren't the solution for everyone and that the

technology is still evolving, but if you are currently doing a sole passenger, less than 100km commute to work each day in a diesel ute or petrol car, you'd be crazy not to consider an EV!

Chris Peacock

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Oamaru Duntroon Get Away 26th- 28th November

Here are the details for our trip to the Vanished World Centre in Duntroon.

Friday 26th is the suggested day you drive to Oamaru in your own time as we need to be on the road from Oamaru at 10am on Saturday

Saturday 27th 10:00 AM Assemble at the Ngapara/Western Turn off on SH1 at the Southern entrance to Oamaru. This edifice is at the junction on the right-hand side going south. We will be using the Ngapara Weston Road so it will be safer to park there, rather than on SH1



Here you will be issued with your tour notes and passes for the Museum and Forge at Duntroon. The GG's have followed the notes provided by the Museum and they work well with stopping points clearly described. It is only a run of 44 km, but we envisage it could take at least two hours to get around, visiting some of the highlights and take photographs. G2 says that the rock formations are amazing.

At Duntroon both the Museum and Forge are quite small so visit these in your own time rather than have 50 of us descend upon them at one time.

Some of us could get lunch at the Flying Pig (we think) or the Hotel before visiting the museum and forge (in any order). This will make it easier for them if we are spread a bit. From Duntroon return to Oamaru by which ever route you choose so you can get to our dinner venue, The Star and Garter Restaurant in Itchen Street for a 7pm buffet.

Sunday 28th a day to travel home or elsewhere in your own time.

Cost and Payment: Reduced to \$60 per head including Buffet and entry to the museum and forge.

Please pay to the CMSNZ Westpac account 031 599 0003236 00 before the tour and advise the Treasurer c/o info@saabclassics.net before the run.

If you have any special dietary requirements let Graeme S know at info@saabclassics.net at least 10 days before the run.

We currently have 40 people registered for the run and can accommodate a maximum of 60 at the restaurant, so let Graeme know if you want a spot.

Travel safely

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ROGER'S REMEDY

I would like to expand on my claim that the world's energy needs can only be met by nuclear fusion.

Currently, nuclear (electric) power is supplied by plants using nuclear fission - the current nuclear plants produce power by the splitting of heavy atoms. These plants can be small (nuclear submarines or even small satellites) or extremely large. Over time they produce highly radioactive waste that is hard to dispose of and also have produced several major

disasters which, along with a (correctly) perceived notoriety of an ability to completely destroy the world's populace, has meant they do not hold much promise for future electricity production.

For the current production of clean electricity we must look to hydro, wind, solar, tidal and geothermal power. It will take colossal increases in all of these to produce enough electricity on a reliable basis to make more than a minor dent in the use of oil products. In NZ, current domestic and commercial electricity requirements can often only be met by using coal fired standby.

Certainly there is a place for electric bicycles, small pure electric cars (e.g. the Nissan Leaf) along with the hybrid (petrol/ electric). Indeed I have just replaced my XF Jag. with a mid sized hybrid. Would you believe a Chinese MG? - one which gives electric only function for 60km or so for round town running along with support for long distance travel with petrol. (Actually the build quality is impressive and the ride is right up to modern European standards. The problem with this is that you are currently looking at an additional \$15,000 or so compared to the straight petrol alternative. (Mind you, I didn't object to the Govt. \$5000 cheque!!!)

How on earth can you power a 45 ton truck for long distances or buses or planes or ships?

Is hydrogen an alternative? Certainly it is clean and green and you could convert current petrol or diesel vehicles to run on it, but the pressure vessel for liquid hydrogen would be a costly extra, though there could be ways around this. Produce the hydrogen from the electricity we currently generate?

The alternative is to exponentially increase electricity production from a resource that is virtually never ending. In the same way the Sun produces its energy (the "combustion" of hydrogen to produce helium as a byproduct)

The theory of nuclear fusion as a power source has been around since 1948 and current thought is that it should be a viable source of electricity somewhere around 2050.

As a source of power, nuclear **fusion** is expected to have many advantages over **fission**. These include greatly reduced radioactivity in operation and little high-level nuclear waste, ample fuel supplies, and greatly increased safety. For example, fusion reactors use only a tiny amount of fuel and cannot produce runaway reactions.

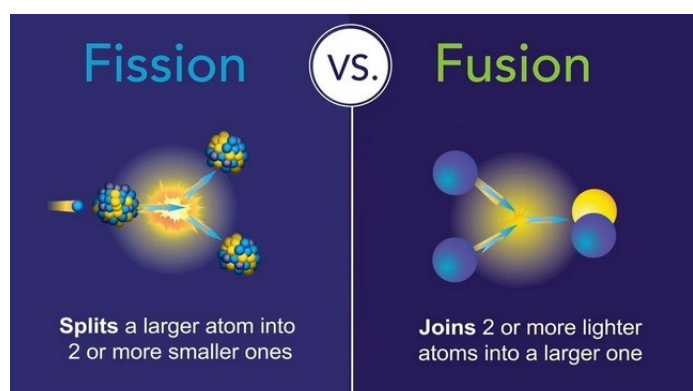
Fusion occurs in a plasma confined at sufficient temperature and pressure for a sufficient time.

In stars, the most common fuel is hydrogen, the lightest atom, and gravity provides the long confinement times and high pressure required. The power produced by the fused nuclei sustain the necessary temperature to keep the reaction going, and the size and density of the star's core prevents rapid energy

loss and cooling. Proposed reactors generally use hydrogen isotopes such as deuterium and tritium (or a mixture of the two), which react more easily. Deuterium is present in low levels in sea water and can be reasonably easily extracted. The reserves would last for millions of years. Tritium is a radioactive isotope of hydrogen and has a short half life of around 12 years. It would need to be manufactured on site for subsequent use.

Safety

Fusion requires precise and controlled temperature, pressure and magnetic field parameters



to produce net energy. Any damage or loss of required control would rapidly quench the reaction. Fusion reactors operate with seconds or even microseconds worth of fuel at any moment. Without active refueling, the reactions immediately quench. Therefore, fusion reactors are not subject to catastrophic meltdown.

If the world as we know it survives intact into the later part of the 21st century we will have the means to support a population of 9 billion and gradually clean up the waste we have created by dumping everything we use and recovering all recyclables for future use. I think that gone will be the days where we indiscriminately consume and discard the world's resources.

At any rate, that is my 10 cents worth.

Cheers,

Roger Hunt

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OTHER EVENTS THAT MAY INTEREST YOU

Canterbury Branch VCC

HAVE YOU COME OUT FOR COFFEE YET?
Next event is Sunday 21st November. 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.

Swap Meet 2021 is now postponed to 11/12/13 February 2022

