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EVENTS DIARY

SUNDAY SEPTEMBER 5TH

Due to Lockdown and the uncertainty of what level we will be in, your committee has agreed to cancel this month's Sunday run.

Enjoy Fathers Day with your family bubble!



THURSDAY SEPTEMBER 16TH

Gold Card Cruisers

Meet up at Rolleston Community centre, Rolleston Drive (next to newworld supermarket)

Arrive at 10.30 ish to leave at 11am

Cafe lunch at the Dunsandel pub. Famous for their pies.

Your hosts: Graeme and Merle Craig

mob 0274330511

A WARM WELCOME TO NEW MEMBERS

Ian and Denise Wilson

Ken and Jill James

DAVID'S DIARY

Lockdown

I hope everyone is getting on ok and not having too many bubbles. I think I went into shock the first day. No work. Locked up. Locked down. Reassure staff that they still have a job. Headaches. Check bank balances 15 times. Wages and last months bills still to pay on the 20th. Wage subsidy application - thanks Susanna.

But the weather has been great and as usual we have so much to be thankful for. I got busy working / de stressing outside, gave the ride on mower it's 5 yearly service. Changed oil, cleaned about 1/4 cup full of dust out of the air filter as I can't buy another one. Blades off and sharpened, new drive belt, repaired a few things, then mowed the lawns (about a 3 hour job) and wow! Should have done this years ago. I know. I know. You have heard about the cobblers children's shoes...

Anyway on to more serious stuff.

Firstly I would like to thank all those who have responded to my request for input on electric cars (the name even sounds so boring! Let's start up the 'electric' car and go for a ride. Why is no one interested?)

A number of you have sent information and support. There were even a couple who seem to be on the EV side of the fence! Oh well.

Therefore I have modified some of my initial write up to incorporate a more balanced view. Hopefully.

I have included last months write up with the changes.

It is still a work in progress and opinions from both sides are still welcome.

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Electric Vehicles

To EV or not to EV? That is the question.

The popular thinking today is that EVs are the answer to our pollution and global warming woes. Lithium Iron batteries have transformed the power tool industry for years now. So, by creating a massive battery, a car can be powered with amazing acceleration and quietness. The development of EV technology has been astonishing.

Let's think this through though and not confuse feel good with facts.

Firstly, the advantages of Electric Vehicles:

1. Zero emissions while driving.
2. Regenerative braking. Instead of wasting all that kinetic energy when braking, EV braking converts kinetic energy into stored potential energy again by recharging the batteries.
3. In NZ a large proportion of our electricity is produced from a clean renewable hydro source (thanks to Rob Muldoon and his unpopular Think Big projects with all those ugly dams and lakes...).
4. Cost of daily driving is very low - so far. RUCs coming soon.
5. Government subsidies.
6. Very low maintenance costs. Very few moving parts
7. Free halo. If anyone can think of a number 8 please let me know.



Disadvantages:

1. Driving range is limited, especially in the more affordable models. \$15,000 Used Nissan Leaf: Approximately 130km range when new. \$50,000 to \$75,000: 200 - 300 km range. \$75,000 to \$120,000: 300 - 400km range.
2. That limited range is reduced if driving on hills.
3. Reduced again by around 40% if you decide to use the heater. (MYEV.com says: 'Research conducted by the AAA found that when the mercury dips to -6.5 degrees Celsius and the heater is in use, an average EVs range drops by 41%) Less as the outside temperature increases.
4. Reduced again if you use air conditioning, lights, wipers etc.
5. Reduced again by wind resistance, especially above 70 Kph. All cars experience this, but the already limited range of an EV is exacerbated by open road wind resistance. The rapidly decreasing 'range' on the dash display tends to destroy the enjoyment of open road driving as we have known it. A Tesla has a range of 430km @ 100kph or 530km @ 80 Kph.
6. EVs can be up to 50% heavier than fossil fuel cars. Will high rise car parks need to be strengthened? Should they pay higher RUCs than other cars?
7. Battery life is shortened by fast charging.
8. Battery range / performance reduces as the batteries age. Like your cell phone.
9. If you run out of power you have a big problem. You can't walk to a power source and top up your EV with a can of power to get you home. You cannot be towed or you will damage the regenerative motors. So you call a tow truck and wait. When they get you home, you pay for the tow, you push your EV close to a power source, wait while it charges, then drive back to where you were - if there is enough of the day left.
10. EVs suit people with very structured lives, who are happy meticulously planning their day and actually need 'range anxiety' to make their day interesting. Others who have unplanned changes to their busy day and who may forget to drive their car into the garage at night (as they unload shopping and small children) to plug in the charger, will have some stressful days ahead.
11. For the middle class who enjoy having a garage with an appropriate charging point fitted, then charging is relatively easy. But what about all those who can only park on the street? Extension cords along the footpath? Think of the cities around the world where this would be a big issue.
12. EVs are not suitable for towing. They tow ok, but chew through battery power/range due to poor energy density (kWatts / hour / kg.)
13. Lithium Ion batteries have been known to ignite spontaneously, especially if they have been damaged. Not great if your garage is part of your home. Internal Combustion Engines can do also, but the EV fires are very intense and often take 24 hours to stop burning. Water does not put out the fire. Firemen keep well away because of the toxic fumes. Chevrolet and Hyundai have had issues with their EVs and have recommended owners to charge their cars outside their garage in case of a fire and to only charge to 80%.
14. The batteries have a life of maybe 10 years. Let's say even 15 years. Then what? Are you going to pay a minimum of \$10,000 for new batteries? Or will you scrap the car? How environmentally sustainable is that?
15. Is there enough lithium in the world for everyone to own an EV? Let alone a replacement car one day or a set of replacement batteries. And what about the next generation? ... There possibly is a lot of lithium in various forms. Once the easy supplies are mined out, then it will get more expensive.



- 16.** Copper is used extensively in the electric motor and the heavy wiring from the batteries etc. ICE (internal combustion engine) cars contain 10 - 20 kg of copper. An EV contains around 90 kg copper. On balance though, we are pretty good at recycling copper.
- 17.** You buy an EV and trade in your fossil fuel car, which someone else with less means buys and uses. To you, your old car is now out of sight, out of mind. Except it is actually still driving around.
- 18.** Disposal. There is no satisfactory method for disposal of lithium iron batteries yet. They can be used for a few more years to store electricity in a house that generates solar power, but they still get to an end of life with a real disposal problem.
- 19.** Most countries do not have hydro power stations. They may have some wind turbines, but otherwise they burn coal, gas, diesel or have nuclear power stations. eg Australia. What is the point then in driving an EV which is powered by burning coal, gas or diesel? Then with nuclear power, the waste is often put in the too hard basket and sent to China. A 2020 Chinese scientific study of nuclear waste concluded that 'The safe disposal of high level radio active waste is a worldwide challenging task. Although China has made some progress in this field, there is still a long way to go.' Possibly an understatement. Meanwhile, Greenpeace has been working on preventing dumping nuclear waste in the sea by many countries.
- 20.** Power supply. Let's say 40% of cars in NZ (approximately 2 million) are EVs and half of them (1 million) go on charge at night, can our power distribution network handle such a load? Can we even generate that much power on a cold night? We are already burning coal to get us through those nights as it is. NZ's electrical power generation is under a lot of stress already, with question marks hanging over high power use company's like NZ Steel who employ 2,500 people. Some want to put a stop to producing steel in NZ. Let another country do it - nice solution!
- Just like coal. We must not produce coal in NZ, just transport it from another part of the world. Another nice solution.
- 21.**Power loss. Transmitting electricity over long distance is inefficient. Southern hydro power can lose around 30% on its way to the North Island from heat loss through the wires. There are energy losses transporting all fuel and energy types.
- 22.** Poor people cannot afford to buy an EV, while the wealthy can and enjoy the government incentives and low road taxes which are paid for by those in our society who can least afford it. Something doesn't seem quite right here.
- 23.** Lithium batteries are nearly impossible to recycle economically. They are made with layers of insulation and if a layer is accidentally pierced, then it can combust and release toxic gasses. (as in point 13.) Too dangerous to recycle, it is much cheaper to buy new lithium. Industry is price driven.



There are more, but 23 will do for now.

For instance, over half the cost of our petrol (55%) is tax - Road User Charges plus contributions to the general slush fund. Currently EVs pay none of this, so where will that money come from? A large RUC coming for EVs? Otherwise just tax the poor.

So why are car manufacturers now making EVs?

1. Euro 6 Standards brought out in 2015 were so stringent that most manufacturers struggled to meet the exhaust emission standards. VW got into trouble for tricking the system. We suspect that other manufacturers were trying things too. With the new Euro 6B Standard coming out soon, most manufacturers know it will be just too hard. Therefore it is easier to make electric vehicles. That gets around the emissions issue. There seems to be no investigation into the issues of mining and disposal of the batteries, so all good.

2. Producing a sufficient quota of EVs gives them credits, so that means that they are then allowed to manufacture some petrol and diesel vehicles.

3.They get full support from governments. Why? 'Because climate change is making people so nervous, they demand some kind of action, and as politicians don't know exactly which kind of action is best, they chose the most populist one.' (Martin Horika, Comenius University, Slovakia)

To assess how sustainable a car is, we must look at it holistically - that is the whole life: 1) manufacture, 2) use and 3) disposal.

For EVs, that life is short if it is scrapped when the batteries fail.

Fossil fuel cars are not guilt free, but overall it looks like they still may be slightly greener than EVs over the lifetime of the car.

For EVs their three phases of life in my opinion are 1) Bad 2) Very Good 3) Bad

For fossil fuel cars: 1) OK 2) Bad 3) Good.

Am I advocating for fossil fuel cars then? No.

At this stage every option has it's problems.

What I am suggesting though, is that until some better solutions are found, it may not be so bad to use fossil fuel vehicles in the meantime. At least the infrastructure is set up for them.

So, looking ahead, what should we do?

1.Hybrid cars make more sense to me as they get over the limited range problem. However they still have exhaust emissions (reduced) and they still have all those lithium ion batteries.

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REPORT ON SUNDAY AUGUST 1ST

Kay burst into the garage, hand on hips, and started ranting.

"When are we doing the reccy, it's already Friday and the runs' coming up on Sunday, you do know that don't you?"

Startled from my deep concentration, my attempts at plastic welding with a soldering iron had just gone up in smoke.

"Crikey, do you have to come in all guns blazing like that. You saw how badly I got burned last time I used this thing."

"Well you know they'll only moan if you take them on gravel."

'Not the true Classic Motoring folk. Only the wimps go on about gravel. The Classics are a hardy lot. Anyway, it'll have to be tomorrow now won't it!"

So we did the reccy the next day and it was plain sailing.

At the peg Pub we formed a circle and handed out the directions. Amazingly we were honoured with the rejoining of an old member Chris Peacock, he wasn't able to join us on this run but we look forward to meeting up with him next month.

We left the pub car park and headed for Cheviot where lunch had been arranged at the Hotel. I gave them an initial estimate of 40 people, but blow me down if we didn't get over 50 dedicated members rock up for the run.

The idea was to have a blend of boring and excitement so we drove up SH1 to the Hanmer turnoff and stayed on SH7 until Waikari where we heading over to Scargill. A great driving road.

Left at Fossil point and it wasn't long before we all landed at the Cheviot Trust Hotel. With only two staff and one supervisor on hand, lunch for over fifty was a challenge but fair to say they handled it brilliantly. The lunches were huge and delicious. The afternoon coffee stop was at the brick Mill Café and once again they were great at managing the numbers. All in all a great day.

Barry



photos Mike Kelly

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REPORT ON GOLD CARD CRUISERS AUGUST 12TH

We had a great turnout of 20 cars plus the weather was quite reasonable, (yay)
We headed off for a nice rural ramble north, cruising around the rear of Ohoka and Rangiora to arrive on the main road just out of Woodend. Then on to Pegasus for lunch at the Flat White café.
The Café did very well having the tables all laid out ready for us, plus the staff and food were excellent.
After lunch we all headed off to Kaiapoi to the Paris for the Weekend' café, on the waterfront for coffees etc.
Cheers Kit and Carol.



TASMANIAN ODYSSEY Feb 21st to March 8th 2022

As you know we have had to postpone the running of the long-awaited Tasmanian Odyssey until 2022.

We thank you for your patience. Covid permitting we can make it in February. On the plus side Tasmania has essentially been covid free compared to the other states and it is likely that we will be back to level One well before February

The change of dates has not suited all our previous entries meaning we now have several spaces available.

This is likely to be our last Australian Odyssey unless we start doing the States again which is not on the radar at the moment.

The Tasmanian Odyssey has more of a relaxed tourist-oriented look to it given the relatively small area of the State. It has allowed us to build in more exciting activities including two boat cruises and an interesting railway trip. There are other splendid attractions along the route. The basic itinerary is shown below.

The cost of the Tour is NZ\$3920 per couple excluding airfares, rental cars, and sundry expenses including some meals. All activities list below are included in the cost as are some meals. The final cost may vary a little subject to exchange rate variations. It has been the practice in previous Odysseys to make refunds if we are ahead or a little more if we are behind. [So far we have always made refunds] we do require an \$800 deposit with entry which we use for accommodation and side trip deposits.

So, if you want a great trip in good company after the lock down the Odyssey may be just what you are looking for you

Contact Graeme Sharp, info@saabclassics.net, 021 395944 if you want more information.

Day 1 (Monday February 21st)

Launceston to St Helens	(289 kms)
Arrive	Monday 21/2/2022
Depart	Tuesday 22/2/2022
No. nights	ONE

Included Activity	National Automobile Museum of Tasmania 84 Lindsay Street, Launceston
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Day 2 (Tuesday February 22nd)

St Helens to Bicheno	(255 kms)
Arrive	Tuesday 22/2/2022
Depart	Thursday 24/2/2022
No. nights	TWO

Day 3 (Wednesday February 23rd)

Included Activity	Wineglass Bay Cruise
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Day 4 (Thursday February 24th)

Bicheno to Hobart	(171 kms)
Arrive	Thursday 24/2/2022
Depart	Sunday 27/2/2022
No. nights	THREE

Day 5 (Friday February 25th)

Included Activity	Tour dinner
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Day 7 (Sunday February 27th)

Hobart to Port Arthur		(108 kms)
Arrive	Sunday 27/2/2022	
Depart	Tuesday 1/3/2022	
No. nights	TWO	

Day 9 (Tuesday March 1st)

Port Arthur to Strahan		(408 kms)
Arrive	Tuesday 1/3/2022	
Depart	Friday 4/3/2022	
No. nights	THREE	

Day 10 (Wednesday March 2nd)

Included Activity	Macquarie Harbour Cruise Tour dinner
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Day 11 (Thursday March 3rd)

Included Activity	West Coast Wilderness Railway
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Day 12 (Friday March 4th)

Strahan to Stanley		(248 kms)
Arrive	Friday 4/3/2022	
Depart	Saturday 5/3/2022	
No. nights	ONE	

Day 13 (Saturday March 5th)

Stanley to Devonport		(259 kms)
Arrive	Saturday 5/3/2022	
Depart	Tuesday 8/3/2022	
No. nights	THREE	

Day 15 (Monday March 7th)

Included Activity	Final Tour Dinner
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OTHER EVENTS THAT MAY INTEREST YOU

19th to 21st November. Weekend run to Oamaru and Duntroon.

At the AGM this year it was agreed that it would be nice to have a 3 day weekend run sometime this year

You are all aware that we have postponed the Tasmanian Odyssey so November presents an ideal time and hopefully settled weather.

What G2 has planned for us is a trip to Oamaru on Friday the 19th and a look at the Duntroon adventure trail and museum on Saturday the 20th with a group dinner that evening before returning home on Sunday the 21st.

More details when they come available but Graeme has suggested that we won't need rally plates, door flashes or comprehensive route book. This will keep the costs down with the only major cost the group dinner and a contribution to the plotting expenses. Norm Fisher has visited the museum and highly recommends it so that was good enough for G2. Here is some information about the area, [it is not necessarily the proposed route] for the Saturday]

Duntroon, a 35 minute drive from Oamaru, is a place full of surprises. Locals have developed a number of attractions over the last 20 years and are proud of what they have to offer.

People are usually fascinated by dinosaurs and see them in books or in animated movies. Some people come to Vanished World and are hopeful of seeing dinosaurs. But it is not long before they realise that much of the Waitaki District was once under the sea., and the local fossils are ancient marine animals, whose evolution followed the extinction of dinosaurs. They discover giant penguins, very large shark's teeth and the fossilised bones of ancient whales and dolphins.



After learning about Zealandia and being amazed at the marine fossil, visitors are able to go to the **"Dig Room"** where they can dig into local limestone which is about 25 million years old. And when they locate and dig out a small fossil, they realise it is real and must be 25 million years old too. They can name it and place it in a paper bag to take home and treasure.

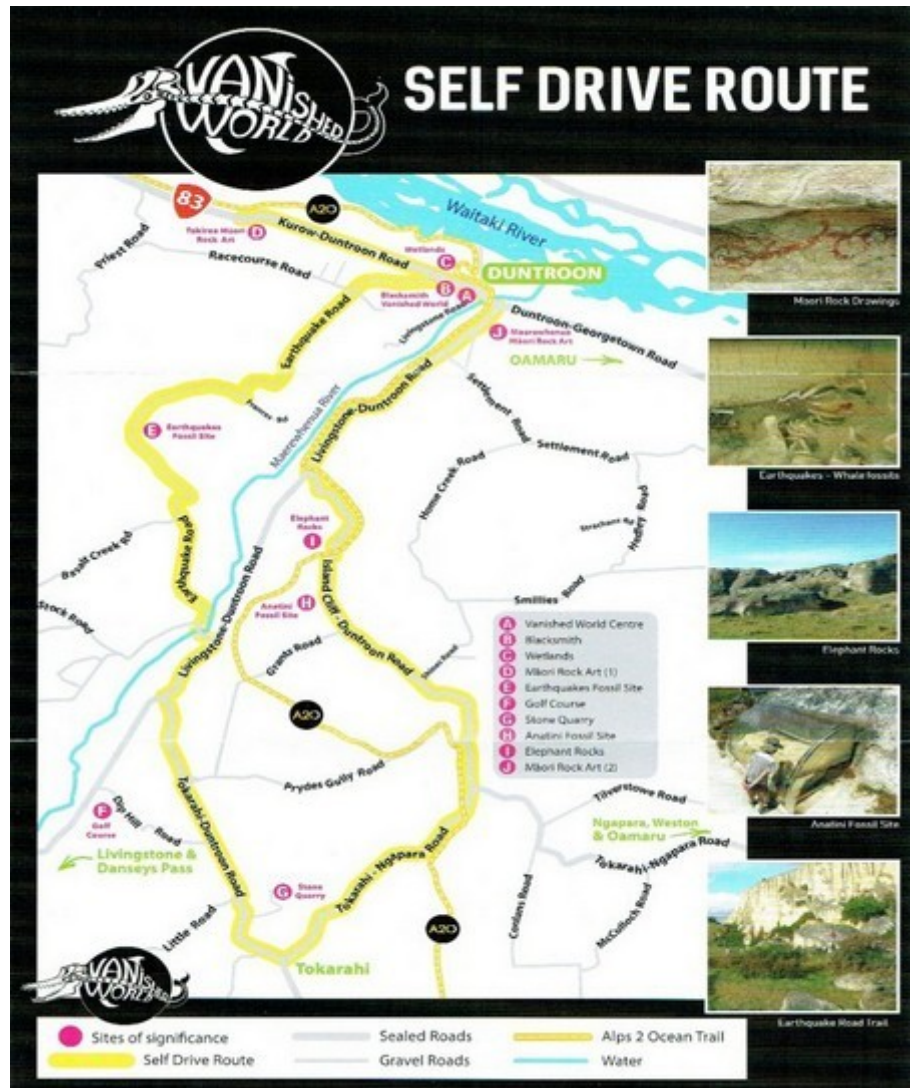
Outside the Vanished World Centre is a **Rock Garden**. Here the visitor can wander and touch a wide variety of rocks from throughout the district. Some are black and sharp, others orange and smooth and still others have fossils trapped in them. They can be classified as Volcanic, Metamorphic or Sedimentary. Visitors are encouraged to take on the challenge of discovering and identifying 9 different rocks on an activity sheet. If successful, they will be awarded a Vanished World Fossicking Certificate.

Moving further into the Village, the visitor will soon discover a 'tomo' (sink hole) at the rear of the blacksmith building. This was formed when the land sank into an underground stream. The stream flows under the village and seems to form a 'spring' which flows into the Duntroon Wetlands. This interesting geological feature is called "The Brewery Hole" and has the Maori name "Waikoakoa", which translates as "Happy Waters". Historically it was a site of a very early brewery. The site is guarded by a Moa Sculpture, which was created by sculptor Matt King, from the blacksmith's scrap heap.



VANISHING WORLD SELF DRIVE TOUR

Look up and imagine the water above your head. What would you see swimming around? The limestones of the Waitaki Region hold the signatures of the inhabitants of the ancient sea – shellfish, sharks, large fish, penguins, whales and dolphins – and it is these that we bring to you.



NZ CLASSIC DRIVER



Discount offer on subscription

If you are interested in a subscription to the NZ Classic Driver magazine our members have been offered a discount of up to 40% off rrp. Please contact Noeline or me for more details.

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FOR SALE

The Club now has **new car badges**. These are of the soft peel and stick type, designed to fit on curves as in body panels or windscreens. They are 100mm long by 50mm high.



Badges as above only \$9.00 each.
Club Caps only \$15 each
sew on **Badge** \$8 each
see Kit & Carol Peverill or Rod Hurst

