



SMALL TORQUE

British Automobile Touring Association of Nova Scotia

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NEW EVENTS ADDED!!

Since the last newsletter, we have added two more events to the timetable for this year.

- ⇒ **July 1, 1996 (Monday)** - Meet the Northeast Region of the Austin Healey Club of America for a BBQ lunch at the Black Point (Pictou County) cottage of Haylett Clarke. This will be a good opportunity to see some fine Austin Healeys and meet "friends we have never met". If you feel you can make this one, please R.S.V.P. to Haylett Clarke at 902-755-3106 A.S.A.P. If the Halifax contingent wish to drive up together, please call Bob Hamilton to arrange a meeting place.
- ⇒ **July 6, 1996 (Saturday)** - Show & Shine at Scott Manor House, Bedford. This will be open to the public between 1 pm and 4 pm and we have been asked to be there around noon to get set up. The Scott Manor House is located off of Shore Drive just around the corner from Fish Hatchery Park.

AFTER SHOW B-B-Q

Following the show, all members are invited to a B-B-Q at the home of Gerry Hull and Sandra at 43 Elmridge in the Silverside Subdivision off the Porto Bello Road in Waverley. Be sure to bring your co-pilot and your favourite beverage.

CLUB GOLF AND SWEATSHIRTS

There was such a tremendous response to the original order for Club golf shirts with the new logo, that Ken Steels is now taking orders for more and this time sweatshirts are available. We need orders for 10 more in order to place an order for 25 with the supplier so if you are interested, please contact Ken soon at 902-868-1227. Members who placed orders at the A.G.M. in May should make arrangements with Ken to pick them up.

New Zealand Through the Eyes of Reg Gilbert

We spent last winter touring around New Zealand. It is a fascinating country, with beautiful scenery (including sea scapes which rival or even better those of Nova Scotia) as well as Alpine mountains, prairie and farmland and very strange birds and trees, at least to our eyes. New Zealanders are incredibly friendly and hospitable and we were welcomed wherever we went by members of the N.Z. Jowett car club, who took us on rallies, gave us barbecues and even insisted that we stay with them.

The scenery in N.Z. is different to that here and not only in terms of the countryside. Cars fall into two main groupings - Japanese imports, which are 10 years old or less and the British cars, which are older. It is not uncommon to see a pre-war Austin 8 into or out of a supermarket parking lot, getting the weeks groceries and post war classics are a dime a dozen as one drives along the highway. Incidentally, the standard of a few N.Z. drivers leaves much to be desired - mostly the younger drivers, both women and men, who seem to expect everyone else to make way for them at all times. The accident rates on the roads are simply horrific. Returning to the classic cars, I investigated why there were so many of them. It turns out that for many years cars could only be imported if the purchaser had funds to pay for them overseas and of course not too many were so fortunate. Today, of course, that restriction no longer exists and new cars are freely available. Most of the recent cars were actually imported as one year old vehicles from Japan whose annual safety check is so severe that it is seldom worth the costs of bringing the car up to condition where it will pass the first test so it is sold for export to Australia and New Zealand.

The lack of new cars meant that New Zealanders became adept at keeping their cars going, year after year. The climate helps, of course, since they have little snow (and so cars don't suffer from salt damage), and little excessively hot sun so the vinyl and cloth interiors don't rot out. But as we all know, spare parts are not usually available from the manufacturers for cars more than ten years old, so a New Zealand industry developed to make these spares for older vehicles. Such spares are usually distributed through the car clubs and there are over 200 car clubs in a country with a population 3.5 million people and about twice the size of Nova Scotia. They organized a big classic car rally which took place just after we had left and over 1,500 cars took part, mostly from N.Z. but some coming from as far away as Europe. They have dozens of meets rallies and swap meets each month and several high quality classic car auctions each year. They have their own Classic Car magazine - generally similar to the British Classic Car magazine where you can find firms advertising that they will sell you tires for cars from 1888 to 1970, make you a set of pistons (for any car) or build a real honeycomb radiator. The Jowett Club had just taken delivery of a half dozen "raw" crankshafts for Bradford engines and were preparing to have them drilled and ground when we arrived (in fact the club has a much better selection of spares than anywhere in England. Many British spares are made in N.Z. Prices are not cheap but not excessive either and if anyone is interested I have an extensive list of firms both in New Zealand and in Australia making and selling parts and also a listing of some clubs.

Reg Gilbert

PAST EVENTS

The run to the Rawdon Hills on June 16th was greeted with one of the finest days of the summer and over 12 cars assembled at the Sunnyside Mall. Our first stop was at the Telderberry Winery in Nine Mile River where we sampled and bought some of their fine product. Picnic lunch was at the Lawrence House in Maitland and we were later joined by Sheila and Drew Sperry in Kennetcook where we sampled ice cream. Continuing on towards Windsor, we lost a few vehicles at a crucial turn but using the latest in technology, the cellular telephone, we managed to locate them later a few hundred feet away from us in Smiley's Provincial Park! We hope the rest of our scheduled events will be blessed with the same fine weather.