

# SIDE CURTAINS



MARCH  
2014



THE MAGAZINE  
OF THE  
ROTORUA  
VINTAGE  
AND VETERAN  
CAR CLUB

- CLUB NEWS
- EVENTS
- REPORTS
- ADVICE
- OPINIONS
- INFO



ROTORUA

### *Cover Photos*

Top: 1968 Triumph Vitesse  
Owners: Rocky and Rebecca Fiske

Lower: 2013 Swap-meet  
Owners: RVVCC

Back Cover: Fergie 35 mowing grass  
Owners: Rocky and Rebecca Fiske

*If you want to see your pride and joy on the front cover,  
please supply a good quality photo or digital image to the editor.*

## CLUB CAR PHOTOS

If you want your club car photo on the clubroom wall then get in touch with Doug Green, and he will organise a time and place for a photo shoot. It would be good if we could have all member's car photos on display.

Doug's phone number is 333 2726.



*f r o m   c o n c e p t   t o   p r i n t*

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# SIDE CURTAINS MARCH 2014

MAGAZINE OF THE ROTORUA VINTAGE AND VETERAN CAR CLUB OF NEW ZEALAND



**Clubrooms:** Neil Hunt Park, Tarawera Road, Rotorua

**Postal:** PO Box 2014, Rotorua **Email:** [rotorua@vcc.org.nz](mailto:rotorua@vcc.org.nz)

**Sun Alliance Agency Number:** HO 0300146

**Club Meetings:** 2nd Wednesday of month (except January), 7.15pm for 7.30pm start.

## OFFICERS

Patron	Bob Mowbray
Chairperson	Andy Watson
Secretary	Lois Thompson
Treasurer	Mary Watson
Club Captain	Angie Brunton
Asst Club Captain	Roger Nelson

## COMMITTEE

Steve de Jeu	
Mel Cooper	
John Peters	
Past Chairman	Mel Cooper
Mid Weekers	Rocky Fiske
Social Convenor	Vacant
Side Curtains Editor	John Peters
Beaded Wheels	Ronald Mayes
Tea Persons	Pat Burr Pat MacKay Marilyn Sarich
Custodian	Margaret Veninga
Librarian	Dorothy Clouston
Asst. Librarian	Vacant
Cards and Flowers	Adelai Skelton
Hon Solicitor	Barry Rodgers
Hon Auditor	Murray Farquhar

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# From the Chair



It is with regret that we've had to say good bye to another of our chums: David (Dave) Cate. Dave was diagnosed with Melanoma at too young an age. As an active member, both with rallying and restoring cars he will be sorely missed at our club. He was a gentle giant. Our sincere condolences go out to Dave's father, Gordon (member), his family, especially his daughters and partner.

It is pleasing to note that we have had a spate of new or returning members so I'd like to welcome Nancy Johnson back to the club and Trevor and Cynthia Bennett and also Trevor and Pamela Bracken.

At the February meeting the star car displayed was Bob and Pat Mackay's Triumph Vitesse. Bob gave a history of the Marque and his involvement in restoring their car to the perfect condition it now enjoys. It is no show pony as it is used regularly on club runs.

Our guest speaker was Hillary Morrishallen who is the St John Ambulance Territory Manager – Lakes Region. After we presented her with a Cheque for \$1000, proceeds from our car show, she gave us a very informative talk about what St John's does for the community, all off the cuff with no notes. A new ambulance fully fitted out is between \$300K and \$400K. (We probably paid for a couple of tyres!). Nevertheless they are very appreciative of any donations as they are not Government funded. Hillary was proud of the fact that she owns a Morgan, albeit still in the UK and that her father developed the flappy gearbox, her VW Golf being used for the experimental gearbox. She was a very positive and bubbly young lady.

I regularly use my 1977 Jaguar XJ6 for daily use and one of the bug bears is the antiquated central locking system. It is an early form where the locking switch is on the central consol so it is literally central locking. It's not much use, as you can't lock the car with it from outside. On Trade Me, I found a unit that could be fitted to the Jag to convert it to remote locking for \$29. It is a very neat unit complete with two remotes and with added features that I didn't use, such as boot opening, alarm, and window close. Apart from the Chinese English interpretation of the instructions, but with some help from my Auto Electrician son, it was pretty straight forward to fit, just three wires and an earth.



# From the Club Captains desk

Another month gone already. As I write this, Des and I are in breezy Palmerston North with OLDM8 for his grand-daughters wedding on 1 March. She wanted it as her wedding car so down we came. The car travelled down really well and I hope the return on Monday is the same.



We had 11 cars out for the monthly run in February, just a quiet drive out to the Okawa Bay Reserve with a bit of straightline navigation on the way. Lois must have hidden the silent checks really well because no one got all of them and there were only the two. A few of our members who normally attend were at the Gisborne Rally so I hope they all enjoyed their weekend away. Also to those who attended the Art Deco Rally in Napier.

We have a busy month in April hosting the Alvis club for lunch on the 5th and the North Island Club Captains tour on the 7th for dinner. It would be great if club members could attend these functions. Details of costs and times are on page 7.

I have decided that due to work and family commitments, not to stand for the position of Club Captain at the AGM in May, so how about putting yourself forward to fill this position. There are many club members willing to help plot and check rallies so why not give it a go.

This month is the Club Captains run as Andy and I have swapped due to other commitments. It will be a run out to the beach leaving mid-afternoon from the club rooms and we can have an early fish and chip dinner before returning home. So see you all on 16 March for that. Of course we have Club Night on 12 March, so look forward to seeing you all then.

Safe motoring everyone.

*Angie Brunton, Club Captain*

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## From the Chair (continued)

Unfortunately, we were unable to attend the last Club run. I was on Lake Taupo entertaining my English cousins catching rainbow trout and Mary was fare-welling her son and daughter-in-law back to the UK. Some of our regular members were also absent due to their attendance at the Gisborne Rally. Doug and Doreen Green came away with the Vintage Class prize. The comment that reached my ears was that if you want a chance, get a vintage!!!!

*Cheers, Andy*

# Editor recharged



As our AGM is approaching fast, and there will be a few positions needing to be filled on committee, I would like to think that a lot of members are getting ready to put them-selves forward for a post, including a new Editor for this magazine. I have held the job for three years now and found it to be very interesting, but it is time for someone else to take a turn and add another view to it, apart from the essentials.

The Club Captain, Assistant Club Captain and Midweekers Captain have kept us all tripping about on runs and picnics, visiting interesting places, and places I did not know existed. It is surprising what is hidden in sheds around the country.

While all the electronics have made cars much safer to drive and monitor what is happening, things can and do go wrong, as we see by all the recalls.

On a 30th anniversary run for the Triumph Stag Club last week, we drove over the Gentle Annie road from Taihape to Hastings. I think it must be one of the best driving roads left, as it is all tar-sealed with plenty of nice sharp bends and uphill and downhill stretches and driven at a good pace is real fun, but the navigators should follow in a mini bus if a real feel good driving experience is wanted. Just a thought!!

*Editor*

A Texas rancher was visiting a farmer in Israel. The proud Israeli showed him around. "Here is where I grow tomatoes, cucumbers, and squash. Over there I built a play set for my kids, next to the dog-house," the farmer said.

The land was tiny, and the Texan was surprised by its small size. "Is this all your land?" he asked.

"Yes," the Israeli said proudly. "This is all mine!"

"You mean this is it? This is all of it?" the Texan said incredulously.

"Yes, yes, this is really all mine!"

"Well, son," said the Texan, "back home I'd get in my car before the sun'd come up and I'd drive and drive and drive, and when the sun set, why, I'd only be halfway across my land!"

"Oh, yes," replied the Israeli farmer wistfully, "I used to have a car like that."



# General Notices

## For the benefit of new members.

At 'The Top Place' in Clayton Road there is a stock of Rally Number Holders and Emblems for the name badges. The Rally Number Holders are \$25 and the Emblems are \$5 each.

Please wear your Name Badges at club nights and events. We might know who you are but we do have the odd visitor and new member. If you haven't got one, buy an emblem and then go to Knox Engravers and they will make your badge.

Beware; the Treasurer is collecting fines of 50cents from anyone found not wearing their badge at club events. (*Including herself? Ed*)

Club Vehicle Identification Certificate (VIC) Certifiers for our Branch are Cliff Wickham and Doug Green. Please ensure that all details on the VIC forms are correctly filled in. Remember that the car is not inspected and it is not up to the Certifiers to ensure your details are correct.

Club Members' Car Photos are organised by Doug Green. It is the intention of the club to have all members' vehicles displayed here during their membership of the RVVCC. This is done at the club's cost. Phone Doug on 333 2726 if you haven't arranged your photo yet.

Also if you want your pride and joy on the front cover of the mag, email the Editor a good quality photo.

Approved committee meeting minutes from each months meeting, (which usually happens on the Monday following each club night), are available for viewing in the club library.

If anyone would prefer to receive an electronic version of the magazine, let me know, save on postage and you'll get it quicker!

I am grateful for articles passed to me for publication, unfortunately some are copied from other publications which are poor in quality for reproduction purposes. Fuzzy black and white photos do not scan well! So the articles have to be retyped and attached photos ditched, which of course makes the article less interesting. So it would be helpful if in future the original file can be obtained from the source.

If anyone wants to post something on this page just email or snail mail the editor, email address: jwpete@xtra.co.nz or 9 Taiporutu Place, Springfield, Rotorua 3015.



## DIARY DATES

Next club night: 12 March, 7.30pm

Next committee meeting: 17 March, 5.30pm

## Club Night

**Wednesday 12 March**

Car on display will be one of Albie Littin's. Guest speaker will be Mel Cooper on his trip to the Falklands.

## March Club Run

**Sunday 16 March**

Meet at the club rooms at 2.30pm for a cuppa, the first car away at 3.15pm.

This month is the Club Captains run, as Andy and I have swapped due to other commitments. It will be a run out to the beach, leaving mid- afternoon from the club rooms and we can have an early fish and chip dinner before returning home.

## Mid Weekers

**Wednesday 19 March**

**McLarens Falls Park (Kaimais) and picnic lunch.** Meet at "Café Four 14" on Pyes Pa Road, opposite the Tauranga Crematorium about 10.30am for a tea or coffee. We will then drive up the Kaimais to the McLarens Falls Park for a picnic lunch, stopping en-route to visit the historic site of New Zealand's first underground hydro electric power station on the Omanawa River. From the car park, there is an optional short 30min return walk to where we will be able to view the Omanawa Falls.

Contact Rocky and Rebecca for any enquiries, phone 333 1883 or 021-446 486



# Alvis Car Club

**Saturday 5 April**

The Alvis Car Club will be passing through Rotorua on 5 April and will be stopping at our clubrooms for lunch, which our club will be supplying. If members are able to attend and meet up with fellow enthusiasts and would like lunch, the cost will be \$10 each, or you can bring your own. Numbers required for catering please.

Ring Angie: 347 7880 / 027 475 4054 or Lois: 357 5799

# North Island Club Captains Tour

**Monday 7 April**

On 7 April the North Island Club Captains Tour will be dining at our clubrooms for their evening meal, and we would like to see local members joining in. Cost for the meal will be \$15 each. Numbers are required for catering please.

Ring Angie: 347 7880 / 027 475 4054 or Lois: 357 5799

**Remember this is a B.Y.O..**

## ***DIVORCE VS. MURDER***

*A nice, calm and respectable lady went into the pharmacy, walked up to the pharmacist, looked straight into his eyes, and said, 'I would like to buy some cyanide.'*

*The pharmacist asked, 'Why in the world do you need cyanide?' The lady replied, 'I need it to poison my husband.'*







*The pharmacist's eyes got big and he exclaimed, 'Lord have mercy! I can't give you cyanide to kill your husband. That's against the law! I'll lose my license! They'll throw both of us in jail! All kinds of bad things will happen. Absolutely not! You CANNOT have any cyanide!'*

*The lady reached into her purse and pulled out a picture of her husband in bed with the pharmacist's wife. The pharmacist looked at the picture and replied, 'You didn't tell me you had a prescription.'*

# 2014 NORTH ISLAND EASTER RALLY

hosted by Central Hawke's Bay Branch

*Based in Waipukurau at the scenic Pukeora Estate –  
a stunning hilltop venue, which has accommodation for up to 120  
people at reasonable prices*

- |   |  |
|---|--|
|  Pleasant motoring roads with little traffic |  Informal and relaxed event |
|  Choice of competitive or non-competitive    |  No open day or gymkhana    |
|  Special route for small veterans            |  Costs kept to a minimum    |

## Friday – Registration & Dinner

### Saturday

Rally day to the historic  
Scandinavian settlement of  
Norsewood

Evening function will be a fun  
*Ration Book Dinner* where you  
can “dress down” instead of  
“dressing up”

### Sunday

Your choice of a variety of visits to  
places of interest  
Prizegiving Dinner at venue

**Monday** – farewell cuppa at  
venue

## Accommodation

Pukeora Estate – Ph: 06 858 9339  
info@pukeora.com

Thornton Lodge Motel –  
0800 846 768

Tuki Tuki Motel - 0508 885488

Fergusson's Motor Lodge –  
06 858 5221

Leopard Hotel – 06 858 9196

Waipukurau Holiday Park  
06 858 8184 - 10% discount VCC  
members

Riverside Edge Holiday Park  
(Waipawa)  
06 857 8976

**Rally entry numbers will be limited by  
accommodation so don't delay in making a booking**

**For more information contact:**

Rod & Scarlett McKenzie (06) 858 9562 - Email: [rod.mckenzie.wpk@xtra.co.nz](mailto:rod.mckenzie.wpk@xtra.co.nz)  
Suzanne McCool (06) 856 8087 - Email: [cools29@hotmail.com](mailto:cools29@hotmail.com)

# East Coast Rally

It was an early start as we set off for the East Coast Rally on 8 February. There was light drizzle when we left home and it stayed that way until we crossed the Matahina Dam, then it started to pour down. By the time we got to the briefing at Awakeri we were getting drips on our legs and the little car was fogging up.

38 cars from Auckland to Wairarapa to Taranaki (4 from Rotorua) left the start line and we were warned that the gravel road had turned to mud, but it didn't deter anybody.

The little green car baulked at the flood waters in the straight line navigation in the town of Edgecumbe. It was the only car that didn't brave the flood waters as the fan is set very low and it would not have been a wise move to drive through water a foot deep.

Navigation became difficult for the navigator as the passenger side windscreen wiper fell apart and had to be removed. However we made it safely to the Otakiri School where we had a lovely lunch organised by the school. Following lunch there was a touring stage which led us back over the Matahina dam where we had a Gymkana, while the drizzle was still coming down. It was then back to the Awakeri events centre where the rally started, for a cuppa and lots of home baking.

By this stage Whakatane had recorded over 100mls of rain. We didn't stay for the evening dinner, we headed home and took quite a lot of that water home with us!!!

Just before we got home the speedo died, but we had done about 230 miles that day.

A big thank you to the Eastern Bay of Plenty team for a well organised fun event.

*Number 31*

I went to buy some camouflage trousers the other day,  
but I couldn't find any.

I went to the butchers the other day and I bet him 50 bucks that he  
couldn't reach the meat off the top shelf.  
He said, 'No, the steaks are too high.'

My friend drowned in a bowl of muesli. A strong currant pulled him in.

I went to a seafood disco last week....and pulled a muscle.

# Club Run

## Sunday 16 February

We started the afternoon off with all meeting at the clubrooms at 1pm on a beautiful summer's day. At about 1.30 Rocky the rocket started off first without his navigator who had reported in a little under the weather, so Rocky went solo. We all started at 1 minute intervals. We headed off towards Ngongotaha where we started the straight line navigation. Everyone seemed to get it right including Rocky with a slight hiccup, but he overcame that. Everyone except one couple who will remain nameless, but they live out that direction and cruise around in a little red and white car. They missed the first turn, got so confused and after two U-turns the driver said "that's it" and drove out to the end destination. I think his navigator was the problem there.

After the straight line navigation everyone proceeded out to Okawa Bay Reserve where we were greeted by a very cheery Angie who then proceeded to ask more questions. We all set up camp and had afternoon tea and a natter, it was a lovely day.

*Pat*



# Midweekers Arapuni Run

Wednesday 19 February

After a cuppa and a catch up at the club rooms, 10 cars departed on our café run. We all took to the highway at our own pace, heading north via Mamaku and Tirau before re-grouping at the beginning of Maungatautari Road just off SH1 at Lake Karapiro. We stopped here long enough for several of the group to find a few peach trees laden with near ripe fruit, quite a find, I shall make a note for next year.

We continued on, heading inland, passing some very well kept road verges and nice dairy farms, eventually arriving at the Arapuni Dam. A quick comfort stop, then on to the Rhubarb Café for lunch in the village. This café is sited in the original butcher's shop; some fixtures, including a couple of very large hooks, have been retained. Photographs adorn the walls showing the dam and early settlers of the area. Our group of 23 were expected, the other large group that were already partaking of their lunch were not. Bryan and his assistants handled the large numbers with ease, the service was quick and the food was lovely, home cooked fare at very reasonable prices. We shall return!

After lunch, some of us went for a walk across the swing bridge, which was erected in 1925 to give the powerhouse employees access from their homes in the village of Arapuni. Returning to our cars we headed down the access road to the powerhouse, which gave us a great view of the swing bridge from below. At the turn-around point we found five plaques commemorating fallen soldiers, each beside a conifer, obviously planted in their honour. We then went to the Crazy Cow in Putaruru for a quick coffee before heading home. It was another great day out.

Rebecca

*Those that participated were:*

Des and Angie	Morris 8
Bob and Pat	Vitesse
Evan and Wyn	Morris Minor
Albie and Marina	De Soto
Ron and Gloria	Triumph
Gordon and Stella	Plymouth
Maurie and Shirley	Vanguard Ute
Rocky and Rebecca	Triumph Coupe
Denis and Pat	Modern
Graham and Anne with	
Mr and Mrs Marshall and Val	Chev Impala

# 1960, The Bobby Darin “Dream Car”

*When fins were in.*

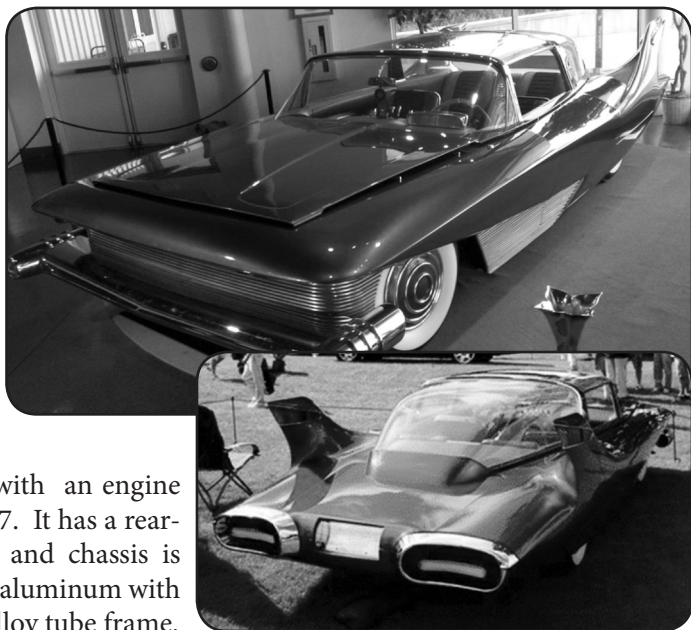
*What, a blind spot?*

*Therefore they made the rear roof all glass*

The 1960 DiDia 150 was a luxury, custom-designed iconic, handmade car also known as the “Dream Car” forever associated with its second owner, singer Bobby Darin. The car was designed by Andrew Di Dia, a clothing designer, who Bobby Darin had met whilst on tour in Detroit in 1957. Darin telling Di Dia at the time that he would purchase the car if he ever “hit it big”. For seven years, from 1953 to 1960 the DiDia 150 was hand-built by four workers, at a cost of \$93,647.29 but sold to Darin in 1961 at a cost of over \$150,000 (1.5 million today). At the time the car was listed as the most expensive ‘custom-made’ car in the world by the Guinness Book of Records. The body was hand-formed by Ron Clark and constructed by Bob Kaiser from Clark Kaiser Customs.

Its metallic red paint was made with 30 coats of ground diamonds for sparkle. Built in Detroit , Michigan , clothing designer Andrew ‘Andy’ Di Dia designed this “unrestrained and unconventional” automobile. Only one example was ever built.

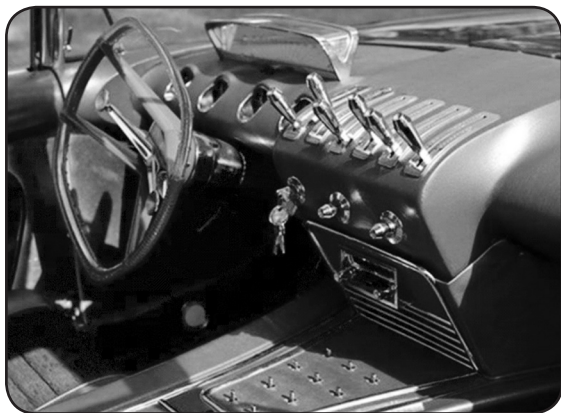
The normal V8 engine is located at the front with an engine displacement of 365/427. It has a rear-wheel drive, the body and chassis is hand-formed from 064 aluminum with a 125-inch wheelbase alloy tube frame.





It has a glass cockpit in the back, a squared steering wheel and a thermostatically controlled air conditioning system.

The interior is rust colored in contrast to the ruby paintwork. The design included the first backseat-mounted radio speakers and hidden windshield wipers, that started themselves when it rained. Other features include retractable headlamps, rear indicators that swivel as the car turns, 'floating' bumpers and a trunk that was hinged from the driver's side. Each of the four bucket seats have their own thermostatically controlled air conditioning, individual cigarette lighters and ashtrays, as well as a radio speaker. The original engine, a Cadillac V8, was later replaced by a 427 high-performance by Ford when it was taken on the show circuit.



Darin drove his wife, Sandra Dee, in the car to the 34th Academy Awards in 1961. When Bobby drove the car to the Academy Awards, Andrew Di Dia and Steve Blauner followed behind him in a limousine. The car had two fans and a switch that you had to turn on. Bobby didn't realise, so it heated up. All the magazines said the car caught fire but it didn't.



Di Dia toured the car around the country, when Darin wasn't using it for public appearances. After publicity and film use, Darin donated his "Dream Car" to the St Louis Museum of Transportation in 1970 where it remains.



# BMW's new laser lighting tech revealed

BMW's new laser headlights are more powerful than standard high-beam lights. BMW will become the first car maker to offer advanced laser headlamps on a series production car when its new i8 goes on sale later this year.

The new laser headlamps, developed in partnership with German lighting specialist Osram and set to become an option on BMW's new plug-in hybrid sportscar, are claimed to provide vastly improved lighting intensity over existing LED headlamps, which will feature as standard on the i8, by offering a more constant beam of light.

According to Thomas Hausmann, manager of exterior lighting development at BMW, the new laser headlamps operate at up to 344 lux in high beam mode, as opposed to the latest LED headlamps which are rated at 180 lux.

By comparison, older Xenon headlamps turn out 120 lux, while conventional halogen headlamps boast a maximum 100 lux in high beam mode.

The light created by the new generation headlamp is emitted by laser diodes and a fluorescent phosphor material. It is described as being monochromatic, meaning the light waves possess the same length. This leads to a greater luminance and intensity, particularly over longer distances.

Hausmann says the monochromatic properties of the new laser headlamps enables them to illuminate the road for a distance of up to 600 metres, or up to double that of LED units. The more stable properties of the light beam also enable more precise horizontal and vertical adjustment for adaptive functions such as anti-glare high beam, in which the projectory of the beam of light is automatically altered when an on-coming car is detected.

During a preview of the new headlamps in France this week, BMW admitted the original intensity of the laser beam, which can reach over 400 lux, has been reduced slightly to decrease glare on reflective road signs.

As well as offering increased lighting intensity for improved night time vision, the new laser headlamps are also claimed to be 30 per cent more energy efficient than the latest generation of LED headlamps, offering approximately 170 lumens (a photometric unit of light output) per watt.

Following their debut as an option on the i8, BMW's laser headlamps are planned to filter down into other regular BMW models, including next year's sixth-generation 7-series, which will be previewed in concept car form at the Beijing motor show in April.

BMW rival Audi, which also co-operates with Osram, indicated its intention to place laser headlamps into production by previewing the technology on an updated version of its Sport Quattro concept at the Detroit motor show last month.

Fairfax

# Heavy keys busting ignition

General Motors is recalling almost 780,000 older-model compact cars in North America because a faulty ignition switch can shut off the engines without warning and cause crashes. The company says six people have died in 22 crashes linked to the problem in Chevrolet Cobalts from the 2005 through 2007 model years, and Pontiac G5s from 2007.

A heavy key ring or jarring from rough roads can move the ignition switch out of the run position, cutting off the engine and electrical power, GM said in statements and documents released by the US National Highway Traffic Safety Administration. If that happens, the front air bags may not work if there's a crash.

GM says the six fatalities occurred in five front-end crashes, all of which happened off-road and at high speeds. In each case, the ignition switch moved out of the run position, shutting off the engine and electrical power, spokesman Alan Adler said. That condition would cause the loss of power-steering assist and power-assisted brakes, he said. Alcohol was involved in three of the fatalities, and in some cases the occupants weren't wearing seat belts, Adler said.

Dealers will replace the ignition switch for free, but the timing of the recall hasn't been finalised. Until the problem is fixed, GM is urging owners to remove non-essential items from key rings.

Karl Brauer, senior analyst at Kelley Blue Book, said GM has improved quality in the years since the recalled cars were made. But, "this is another example of how potential engineering flaws from the past can come back to bite an automaker," he said. The Cobalt has been replaced by a newer model, while the G5 was discontinued with the Pontiac brand.

Just this week, GM scored well in a JD Power and Associates survey of owners on the dependability of 3-year-old cars. The Cadillac brand had the third fewest problems per 100 vehicles, and GM had top-scoring vehicles in eight product segments.

GM's Adler said the problem was discovered when the company got reports of crashes in which the air bags did not inflate. According to GM documents filed with NHTSA, the company knew of the problem as early as May of last year.

But Adler said the recall didn't take place until now because GM wasn't able to pinpoint the cause until recently. He also said the rate of complaints was low and wasn't growing.

More than 619,000 of the cars in the recall were sold in the US, with another 153,000 sold in Canada and more than 6000 in Mexico, according to the company. All but 33,000 of the cars to be recalled are Cobalts. The Pontiac G5 is nearly identical to the Cobalt.

AP

# Where did your new car really come from?

If you're considering buying a new car, does it make a difference to you to know where that car is actually made? Would you rather buy a Nissan Micra or Hyundai i20 (they're both made in India) or a Suzuki Swift from Japan? That's a Japanese and a South Korean car made in India, versus a Japanese car actually built in Japan.

If you think that's confusing, here comes the world tour.

Would you rather buy the Japanese car from Australia or the Japanese car from Thailand, or the Japanese vehicle from the United Kingdom? All three options are available to you today: Toyota Camry (Australia) versus Honda Accord (Thailand) versus Nissan Dualis or Qashqai (UK) as it is sold here.

Let's say you're fortunate enough to be sitting in a BMW dealership, luxuriating in a 3-Series on the showroom floor. How many sales people do you suppose would correct you if you mentioned casually that you really can tell the difference when a car is made in Germany? (The BMW 3-Series is actually manufactured at BMW's Rosslyn plant in South Africa.)

Replace BMW from this picture, and imagine yourself in an Audi dealership, and poised to drop a healthy six-figure sum on the flagship Q7 SUV. Would you hesitate before signing on the dotted line if someone were to tweet you in that instant that the incumbent car of your dreams was made, not in Germany, but in the Slovak Republic? Can you even point to the Slovak Republic on a map? Can you name two of its next-door neighbours? Volkswagen/Audi has a plant in Bratislava churning out Q7s by the truckload. European? Yes. German? No. The same factory also makes the not-really-German-either Volkswagen Touareg.

If, on this basis you turn to the BMW X5 or the Mercedes-Benz ML-Class instead, as authentically German alternatives, you will be doubly disappointed: the Bavarian Money Waster and the Benz are both made in the United States.

Hypothetically, let's say you're in the hunt for a new ute. Utes are very popular in NZ these days, with the Ranger, Navara, Hilux and Colorado making up four of the country's top 10 vehicles by sales. Say you want something different; something European ... like the Volkswagen Amarok. Something that sets you apart from the rest. This is going to be a good news/bad news story, too: the brand certainly is European, but the vehicle itself is actually manufactured in Argentina. Do you still feel as strongly connected to the Euro cachet-based ideal of buying it?

Let's say you don't, and instead you decide to buy a Japanese ute. After all, the Japanese are the global gurus of mass production. Made in Japan beats made in Argentina in the minds of many. Good luck with that. The insanely popular Hilux and Navara are actually made in Thailand. So is the Ranger and the Colorado, as well as the Triton and the Mazda BT-50. It's almost impossible to find a Japanese ute that's still, well, authentically Japanese.

Perhaps something sexy and diminutive is more your style. Say, the Fiat 500 – a beautiful piece of retro Italian flair there. It's built in Poland, which admittedly is only slightly to the north on the world stage, but poles apart stylistically. Likewise the sexy Renault Megane, that French flair. These days it comes from Turkey. The Audi TT, one of the world's most beautiful cars: Hungary. The Volkswagen Polo? South Africa, and the Peugeot 4007? Japan. (Actually, that might be a step up.)

The big question is: Does it make a difference?

John Cadogan is a mechanical engineer and the editor in chief of CarLoans.co.nz. He says it does, consumers are uninformed.

"The car industry will tell you it doesn't matter where the car is built," he says.

"They'll tell you that car factories are complex things, with millions of dollars-worth of hi-tech robots, and what really matters is the underlying design and the production quality control. All of this is true – but it's not a complete answer.

"Car companies leverage their brand identities comprehensively in their marketing campaigns; especially the Germans and the Japanese. However, all car companies have had to exploit offshore opportunities to garner commercial advantage. They move their factories close to the primary markets to minimise logistic overheads, and they choose countries in those regions with intrinsically low labour costs.

"A car is a major consumer purchase, and consumers make that purchase based on a set of expectations that might not be true – especially when it comes to country of origin.

"BMW, Audi, Volkswagen, Renault, Fiat and the Japanese etc, they don't say "we've kept the cost down by exploiting the cheap labour we found in South Africa, Argentina, Slovakia, Turkey, Poland or Thailand." They're still quite happy for you to think the car of your dreams is made in Germany, France, Italy or Japan. It's brand perception marketing by false pretences.

Do you know where the car you're driving right now was made?

*Fairfax NZ News*

# Electric fan, yes or no

Many of us petrol heads get carried away with bolt on extra's that we THINK are a better idea than that of the manufacturer. One of those bolt on's is the electric fan.

If you have fitted an electric fan take a close look and see how much of its cowling is actually restricting airflow through the radiator. This can only lead to higher engine temperatures. You normally fit a thermostatically control switch as well to start the fan at a certain temperature. When this happens we think its doing a marvellous job in cooling the radiator but in actual fact if the fan wasn't there the radiator would not have got so hot in the first place.

The advantage of course if your electric fan is working efficiently, is a gain of between 3 to 5 hp in performance out of your engine.

*Rocky*

## Not the edible kind of spam

You might not be too surprised if a friend's computer were compromised and used to send out spam, but what if you heard it was their smart TV or fridge that did it? Earlier this year a spam attack sent out around 750,000 messages, of which 25% didn't pass through laptops, desktops or smartphones. Instead, kitchen appliances, home media systems and web-connected TVs were infected by malware and used to send out spam. Many such devices have poor security, are poorly configured or use default passwords so can be compromised by smart spammers.

Oh great: now we'll have to set up, remember and use passwords for all our appliances too? *(do you think we are getting too smart for ourselves? If so be careful what you say while near the toaster, fridge or oven! Ed)*

## For Sale

**1961 Vanguard six**, in need of a full restoration, partly dismantled, Rotorua area, \$500 Phone Richard: 027-245 2427 for details

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**T1938 Ford**, 4 door sedan, it has hyd brakes and runs on 12 volts, 24 stud engine, Reg on hold, original and tidy \$20,000.00 ono. Contact: Peter 027-498 1875 or Doug Green 333 2726 a/h



# The Elio car

ONE TWO THREE: A 1 litre, 2 seater 3 wheeled car that uses 2.8 litres of petrol per 100 Km and can reach speeds of over 160 Kph — that's the Elio.

The composite body panels and solid body help keep the car quiet. It's a compact car where the passenger sits behind the driver, and the boot can hold an airline carry-on bag.



The low cost car runs on an inline, 3 cylinder, 0.9 litre, 55 HP, fuel-injected, SOHC gas-powered, liquid-cooled, automotive engine. It's definitely distinctive. *(could this be our car of the future? Ed)*

## Just a Lemon

A pub's bartender claimed to be the strongest man around and offered a €1000 bet to anyone who could beat him. He would squeeze a lemon until all the juice ran into a glass and then hand the lemon to a patron.

Anyone who could squeeze another drop from the lemon would win the €1000. Many strong men tried but no-one could do it.

One day a little man in a suit and wearing thick glasses came into the bar and said he would take on the challenge. After the laughter died down the bartender grabbed a lemon and squeezed it dry, and then handed the wrinkled remains to the man.

The little man clenched his fist around the lemon and six drops of juice fell into the glass.

The crowd cheered. the bartender handed over his €1000 and asked the winner "What is your job, lumberjack, weightlifter or what?"

The little man replied "Nothing like that, I work for the Inland Revenue Department."

# Who are the Club Members?

**I was born in Lower Hutt hospital.**

**I lived in Fiji for 3 years in the 1960's and went to Suva Primary and Suva Grammar Schools. The first motor vehicle I owned was a Puch motor scooter which I bought when I was 14 and had a lot of fun with, but also a lot of trouble from my parents for riding it on the road. I got my driver's licence 1 week after turning 15.**

**I am a certified Motor Mechanic but haven't worked as a mechanic for many years. I was Motor Specialities first Trained Salesman in Wellington. The first car that I owned which I also bought when I was 14 and it also got me in trouble for driving it on the road, was an Austin 10 which probably had something to do with why I have always preferred old American cars. I moved to Rotorua in 1983 and am an active Club Member.**

**WHO AM I?**

**Born and raised in Rotorua.**

**Have my 25 year badge**

**The family have owned 3 club cars**

**One for over 40 years.**

**Obtained driving license at 23 years old.**

**Served on the VCC Committee**

**Been a member of one make Car Clubs**

**Still an active member.**

**WHO AM I?**

*Who am I? Answers to February 2014 questions.  
Andy Watson and Lois Thompson*

# Coming Events

	DAY	WHAT	MEET	STARTING PLACE	PAGE
March	12	Club Night	7.30pm	Clubrooms	6
	16	Club Captains Run	2.30pm	Clubrooms	6
	19	Midweekers	10.30am	Café Four 14 Pyes Pa Road	6
A	TBA	Night Run	TBA	TBA	
M	TBA	Chairman's Run	TBA	TBA	
June	TBA	Annual Dinner & Prize-giving	TBA	TBA	
	TBA	Club Run	TBA	TBA	
	TBA	Swap Meet	TBA	TBA	
J	TBA	Swap Meet	TBA	TBA	
A	TBA	Sulphur City Rally	TBA	TBA	

## Newsletter Contributions

*Do you enjoy our newsletter? Is there something else you would like to see included?*

Letters, reports, articles of interest, photos, ideas and feedback are all welcome and should be sent to the editor, John Peters, before the 25th of each month.

These can be **emailed to [sidecurtainsED@gmail.com](mailto:sidecurtainsED@gmail.com)**

or posted to 9 Taiporutu Place, Rotorua, 3015.

Or drop it in our home mail box yourself. You can phone me on 07-348 6825.

### **Text should be provided in MS Word format.**

Photos should be scanned in colour at 300dpi or higher or taken on a digital camera at the highest possible setting to enable good reproduction. Save as a jpg file to email.

The opinions or statements expressed in Side Curtains are the authors own views and do not necessarily express the policy or views of the Rotorua Vintage and Veteran Car Club Inc. The editor's decision is final.



## **ROTORUA VINTAGE AND VETERAN CAR CLUB**

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**Postal:** PO Box 2014, Rotorua    **Email:** [rotorua@vcc.org.nz](mailto:rotorua@vcc.org.nz)

**Sun Alliance Agency Number:** HO 0300146

**Club Meetings:** 2nd Wednesday of month (except January), 7.15pm for 7.30pm start.