

SIDE CURTAINS



OCTOBER
2014



THE MAGAZINE
OF THE
ROTORUA
VINTAGE
AND VETERAN
CAR CLUB

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



○ ROTORUA ○

Cover Photos

Top: 1928 Graham Paige

Owners: Doug & Doreen Green

Lower: 1961 Studebaker Hawk

Owners: Neville & Carol Harper

Back Cover: 1937 Morris 8

Owners: Des & Angie Brunton

(So long, it's been good to know you)

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.



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SIDE CURTAINS OCTOBER 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

Website: www.rotoruvintagecarclub.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	Denis Burr
Asst Club Captain:	Maurie Crowe

COMMITTEE

Steve de Jeu	
Roger Nelson	
Angie Brunton	
Past Chairman	Mel Cooper
Mid Weekers	Rocky Fiske
Social Convenor	Angie Brunton
Side Curtains Editor	John Peters
Beaded Wheels	Ronald Mayes
Tea Persons	Pat Burr Pat Mackay Marilyn Sarich
Custodian	Vacant - <i>can you help?</i>
Librarian	Dorothy Clouston
Asst Librarian	Vacant - <i>can you help?</i>
Cards and Flowers	Adelai Skelton
Hon Solicitor	Barry Rodgers
Hon Auditor	Murray Farquhar

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From the Chair



First off I'd like to welcome two new members to our club. Ladies first, Soraya Parkinson recently arrived in Rotorua with a 1963 Singer Vogue. Soraya is hoping to gain some experience with mechanical matters and find out where we have our vehicles serviced. And transferring from Auckland Branch is Willem Meyer with a 1956 Mercedes Benz 220S (which will make Mel Cooper happy!) and a 1945 Austin 8 which is under restoration. I hope both of you join in the fun.

At the September Club night, Rocky Fiske displayed his British Racing Green Triumph GT6 Mk 3 and gave us a run down on his particular car and how the marque was developed to compete with the MGBGT.

Cliff Wickham went on to give us a talk with videos of modern vehicle assembly and the materials used. These materials are no longer able to be repaired using the traditional panel beater's methods. Panel steels used these days are high tensile which lose their strength if subjected to welding temperatures.

If you weren't able to participate in the Sulphur City Rally you missed out on a great day out. I expect that the Editor has arranged for someone to write this up. Anyway, thanks to Roger Nelson and team for plotting the rally and for Angela Brunton for taking care of the social side. See you next year at the next one.

However we did get one letter of complaint, even though Mary thinks I think I'm perfect, unfortunately I have proved I'm not, as on transferring information from the entry forms to my Rally Spread Sheet, I misspelled a person's name and put down the wrong model of car.

Our next major event is our Annual Summer Car Show held at the Village Green on Sunday 18th January 2015, so keep that day free as we will again be raising money for St John Ambulance.

Through our website, which is easy enough to access, just 'Google' 'Rotorua Vintage Car Club', you don't even need to remember the web site address, we are regularly receiving requests for hireage of vintage cars for wedding cars etc. Now if anyone in the club wants to participate, please let me know and I can pass these requests on to you. If no one is interested, I shall decline all requests. These days there are legal implications for car hire, so this needs to be considered if participating.

From the Club Captains desk

The Sulphur City Rally was enjoyed by all participants in good weather with a few tricky bits thrown in to keep you on your toes; one must remember what was read on the first page of the instructions. Local knowledge is a dangerous thing. There is a report on page 16.

The September run has been and gone, so thank you to those that came along. We were lucky with the weather, and most enjoyed the general knowledge questions. There is a report on page 20.

The October run is on the 12th and involves a drive of 1-1.5 hrs to a collection in the Rangitaiki Plains area. We will meet at the clubrooms, with the slower cars away at 9.30 am. There will be no morning tea to-day.

Lunch will be at a local café, and numbers are required on club night for this run.

In the afternoon we will visit a woolcraft shop which is quite small, so we will need to go through in small numbers.

We will then travel home at leisure.

Albert and Marina are working on the BBQ run for November.

See you all on club night. In the mean time drive considerately.

Cheers, Denis

From the Chair (continued)

I guess we all enjoy receiving the 'Beaded Wheels' magazine and naturally we would read up on what is happening around the country in 'Idletorque', after first looking through the classifieds of course! Our scribe Ronald Mayes has the responsibility of putting Rotorua VVCC's activities to the world but unless he receives some help with copy from members then he can only provide whatever he is able to glean from 'Side Curtains' or from attending various functions. So instead of just putting your feet up and thinking why should I bother helping, think again. This sentiment also goes for John Peters, editor of 'Side Curtains'.

Finally from me this month, aren't we all pleased that Sauerkraut is off the menu!

Cheers, Andy

Why Diesels are Different

(and some fundamental differences between petrol and diesel engines.)

Mixtures, Air/Fuel Ratios, 'Rich' and 'Lean'

This topic is one in which the fundamental differences between SI (Spark ignition) and CI (Compression ignition) engines manifest themselves.

SI ENGINES

All SI engines have air/fuel mixtures existing in the cylinder before combustion is initiated by the spark plug.

These mixtures may exist continuously in the inlet manifold (in the case of carburettor or 'throttle body injection' systems). Or, they may exist only after each cylinder begins its induction stroke (in the case of 'traditional' individual inlet tract injection). Or they may exist for only a short period in each cylinder before the spark plug fires (in the case of Direct Injection).

If such an air/fuel mixture exists, it follows that the quantities of air and fuel must exist in proportions which can be expressed as a ratio – the air/fuel ratio. The stoichiometric ratio for air and petrol (gasoline) is roughly 15:1. That is, for complete combustion without excess air, we need 15 times the quantity of air as the quantity of fuel. If there is less air in relation to fuel (say 13:1 ratio), it is called a 'rich' mixture. If there is more air in relation to fuel (say 17:1 ratio), it is called a 'lean' mixture. SI engines will only operate over a fairly narrow range of air/fuel ratios – if it is hugely rich or lean, it won't ignite at all. Therefore, even at idle, a close to stoichiometric ratio must be maintained and, to keep the engine speed at 'idle' rpm, the mass of both air and fuel ingested is severely restricted by the throttle. In fact, the main throttle valve is just about fully closed and a relatively tiny bypass passage allows a small quantity of air (or air/fuel mixture, the case of carburetted engines) into the engine.

In SI engines, close to stoichiometric combustion is desirable under steady cruising conditions, to give optimum economy, and most engine management systems constantly sample the exhaust gas stream to keep the quantity of excess air (oxygen) at a very low but measurable level. However, during acceleration, a better performance is obtained with slightly rich mixtures and the EMS will 'enrich' the mixture under these conditions. What must be avoided at all costs, however, is excessively lean mixtures, especially under heavy load conditions. The lean mixtures cause far higher peak combustion temperatures and lead to rapid erosion of the exhaust valve and valve seat and, in extreme conditions, can cause a hole to be burnt in the piston crown.

CI ENGINES

As combustion begins only when fuel injection begins in a CI engine, the notion of an air/fuel mixture ceases to have much meaning. A 'mixture', if it exists at all, exists only for the instant between the beginning of injection and the beginning of combustion – a matter of a few milliseconds at most. Similarly, air/fuel ratios have little meaning in CI engines. The air/fuel ratio does not exist as a semi-continuous parameter which changes only over a narrow range, as is the case in SI engines.

Certainly there is an air/fuel ratio for each power stroke of each cylinder but it really only has some quantifiable value at the end of the fuel injection pulse, when all the fuel that is going to be injected in that power stroke has been delivered. And it is always (or should be) a very 'lean' ratio. CI engines operate most of the time with a large proportion of excess air.

Why is this so? Well, remember that CI engines only work if the cylinder contains a charge of air which has been compressed enough to heat it above the ignition temperature of the fuel. To ensure this, generally the inlet of air into a CI engine is un-throttled and roughly the same mass of air is ingested by each cylinder whether the engine is idling or at full load. [OK, I admit this is not strictly true in the case of forced-induction (turbo-charged or super-charged) CI engines, but that's a matter for more detailed discussion at a future date.]

What changes over a wide range is the quantity of fuel injected into each cylinder. At idle, only a tiny squirt of fuel is required to keep the engine 'ticking over'. So, the air/fuel ratio is extremely 'lean' compared to stoichiometric – perhaps more than 100:1. At steady low speed cruising, say between 60 to 80 km/h, it may be of the order of 40 or 50:1. At full load and full throttle, it may be approaching 20:1

So, why don't these very 'lean' ratios cause damage to CI engines, such as may occur in SI engines under 'lean' conditions? Well, consider this: extreme combustion temperatures occur when the air/fuel ratio in a cylinder is just on the lean side of stoichiometric. Once considerable excess air is available in the cylinder, this mass of un-reacted air is able to absorb much of the heat generated by combustion and the overall cylinder gas temperature is kept to relatively low levels. This energy is not wasted; the excess air expands as it absorbs heat and it all helps to push on the pistons.

OVER-FUELLING

If the air/fuel ratio in a CI engine's cylinder approaches too closely to stoichiometric, the percentage of excess air is small and combustion temperatures can reach excessively high levels. This is a condition known as "over-fuelling", even though the overall ratio is still a little on the 'lean' side of stoichiometric.

Generally, the engine will be producing visible black smoke under these conditions. The smoke is tiny particles of carbon (soot) which have been generated by the breakdown of the hydrocarbon fuel, but not completely reacted with oxygen, to form carbon dioxide. Even in this situation, there will still be some excess air in

the cylinder but it has just not been possible for all the carbon and oxygen to 'find' each other and combine. These conditions result in the peak combustion chamber temperatures and can in the extreme, cause burning of piston crowns and exhaust valves, as in SI engines.

Over-fuelling is most easily detected by measuring the temperature of the exhaust gas as it leaves the engine – measuring Exhaust Gas Temperature or EGT. The instrument used to measure EGT is known as a Pyrometer or, not unreasonably, an EGT gauge.

CAUSES OF EXCESSIVE EGT

In a well-maintained standard engine, with a correctly calibrated and timed fuel injection pump, the quantity of fuel injected should rarely, if ever, exceed that which can be efficiently combusted with the mass of air available. CI engines which have been 'tuned' for improved performance are likely to generate higher than normal EGT under heavy load conditions, even if the fuelling has been adjusted on a dynamometer.

But even with the best efforts of the factory or tuning specialists, excessive EGT can still occur due to a number of not uncommon factors:

NOT ENOUGH AIR

The most likely cause is a restricted air supply to the cylinders. As well as the obvious possibility of a clogged air filter element, other possible causes that have been known to affect various engines include:

- Collapsing air inlet hose/duct, and on turbo-charged engines:
- De-laminated or partially blocked hoses at the turbo outlet and/or intercooler
- restricted or fouled intercooler (either internally or externally).
- Air leaks, faulty waste gate or a partially blocked exhaust on turbo-charged engines, leading to low boost pressure. [Yes, lower than normal boost pressure can cause high EGT!]

TOO MUCH FUEL

Excessive fuel delivery will also cause high EGT. This could be a result of a failure within the injection pump itself, but is more likely to be a result of over-zealous 'tuning' of the pump.

These days, many specialists offer tuning services to turbo-diesel owners to improve towing and overtaking performance. These modifications usually provide very satisfactory results but invariably lead to the engine operating closer to the limits at full load.

If 'overdone' or if any of the other factors mentioned previously come into play, excessive EGT can quickly result - and the damage may be done before any indication of a problem is provided (if at all) by the vehicle's standard coolant temperature gauge.

ACCEPTABLE EXHAUST GAS TEMPERATURE

By far the best place to measure EGT is in the exhaust manifold. If the engine is turbo-charged, this means upstream of the turbo-charger (that is between the exhaust ports and the turbo exhaust gas inlet). When measured here, it is generally accepted that sustained temperatures in excess of 720°C (~1330°F) will result in progressive and irreversible damage to components.

On some turbo-charged vehicles it is difficult to install the sensor upstream of the turbo-charger, so a downstream position is used, usually in the exhaust pipe just below the turbo exhaust outlet flange. There is, however, a large temperature drop across the turbo-charger at full load, which may exceed 200°C.

Therefore, for downstream installations, a maximum temperature of 520°C is recommended.

CONTROLLING OVER-FUELLING AND EXCESSIVE EGT

If excessive EGT is being recorded, how can it be reduced to a 'safe' level? In the very short term, just back off! Very high EGT will only occur if the engine is operating at high load. Operating at less than full throttle should drop EGT almost immediately. If the high EGT occurs while climbing a steep gradient, changing to a lower gear and driving at a lower speed will normally do the trick. Of course, should the excessive EGT occur under conditions which are normally not a problem for a particular vehicle/engine, then it may be due to other abnormal causes, as mentioned previously.

ian@thermoguard.com.au

Editor

TAKING PHOTOS FOR INCLUSION IN SIDE CURTAINS

It's great to include photos from RVCC events in Side Curtains, however to ensure the best printing result there's a few things you need to do.

1. Set the resolution to the **highest possible quality** setting your camera will allow. This will take photos that are a large file size. You may need to purchase a memory card with a greater capacity. Do not downsize or crop to email, if need be use an online service such as Dropbox to send for use in Side Curtains.
2. Hold the camera steady. Rest your arms or body against a wall or table to help with stability. The shutter on most digital cameras is open longer than the old film cameras. If using auto focus, press the shutter button halfway and give the camera time to adjust.
3. Think about lighting and composition. Ask your subjects to smile.
4. Check your photos as you take them, to fix any problems before it's too late.



DIARY DATES

Next club night: 8 October, 7.30pm

Next committee meeting: 9 October, 5.30pm

Club Night

Wednesday 8 October

Car on display will be one of David Philp's fleet and our guest speaker is Angie who will be giving us a live rundown on our website access.

Club Run

Sunday 12 October

The October run involves a drive of 1-1.5 hours to a collection in the Rangitaiki Plains area. We will meet at the clubrooms at 9-00am, with the slower cars away at 9.30 am. There will be no morning tea to-day. Lunch will be at a local café, and numbers will be required on club night.

BBQ Run

Sunday 23 November

Meet at the clubrooms at 1.00pm, with the first car away by 1.30pm. This will be a short run through the local countryside with afternoon tea at a spot with toilets by one of the lakes. After that we will return to the clubrooms for a barbecue tea.

BBQ cost: \$10 per person.

Cheers, Albert

Mid Weekers Spring Tour

Meet at Arundel Reserve, Orewa
9.00am, Tuesday 14 October

**Please Note: There will be NO Local Mid-weekers
October Run as we will be on the spring tour.**

Mid Weekers Ag Heritage Village, Mystery Creek, Cambridge Wednesday 19 November

Meet at the clubrooms at 10am for morning tea, we will then travel directly to Mystery Creek, Cambridge. We will have a picnic lunch on arrival at the Village, rain or shine.

There is a lot to see including: "The Bledisloe" – a series of colonial rooms 1875-1930, The Heritage Village – School House, Hospital, Church, Blacksmith, Garage, Jail, The DC3 aeroplane, The Dairy Museum, The Fire Museum – a 1914 Denis Fire Engine, something for everyone. We will be guided on the day by Allan. The cost is \$5 per person.

Please note that the Village is only open to pre-booked groups, so don't miss this amazing opportunity.

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

Midweekers Venues

If you think you know of a place to visit that would be of interest to the Midweekers, please let us know so we can arrange a date for you or us to organise a trip. It would be much appreciated.

Thanks Rocky and Rebecca



Christmas Social

When: Saturday 6 December

Where: At our clubrooms

Time: 5.30pm for dinner at 6.30pm

Theme: Christmas, so Red and Green

Cost: \$20 per person

Please bring along a \$5 gift per person for Santa's sack.

Ties, hats and jewellery of a Christmas Theme should be worn.

**Contact Angie on 347 7880 or 0274 754 054 or
email d.a.brunty@kinect.co.nz**

**or Lois 357 5799
email li.thompson@xtra.co.nz**

Final numbers for catering purposes to be in by 1 December.

RVVCC Events 2014-2015

DATE	WHAT	DETAILS
12 October 2014	Club Run	View a collection in morning. Lunch in Café, "mini farm walk and wool shop" afternoon. Numbers required, leaving about 9:30 am from the clubrooms
23 November 2014	BBQ Run	Set by Albert and Marina
14 December 2014		Set by Ken and Lynn
18 January 2015	Car Show	Lakefront
15 February 2015	Club Captain's Run	A Collection with a life style and rural enterprise
15 March 2015	Chairman's run	Set by Andy and Mary
12 April 2015	Night Run	Set by Andy and Mary
17 May 2015		Shed view and a wander through rural area

Subject to change, check your latest copy of Side Curtains or our website, www.rotoruvintagecarclub.org.nz for the most up-to-date details.

A man takes his Rottweiler to the vet. 'My dog is cross-eyed, is there anything you can do for him?'

'Well,' said the vet, 'let's have a look at him' so he picks the dog up and examines his eyes, then he checks his teeth. Finally, he says, 'I'm going to have to put him down.' 'What? Because he's cross-eyed?'

'No, because he's really heavy.'

*The Banks Peninsula Branch of the
Vintage Car Club of New Zealand
Affiliated to the
Federation Internationale des Vehicules Anciens
takes pleasure in announcing the*

MMXIV RALLYE AUTOMOBILE ANCIENNE MONTE CARLO.

Organised by the Banks Peninsula Branch, and capturing the spirit of the original Rallye, the 5th southern Monte will occur on the 15th November 2014. Plan your own start point/time/route for maximum points for your particular vehicle/crew. You may choose to motor from the stroke of midnight on the 14th to a late afternoon checkpoint on the 15th. Start point – anywhere south of Maungatainoka. Finish – the French enclave of Akaroa.

Competitive motoring is restricted to the day of the 15th. Both Individual and Team Awards are again at stake. Evening function/presentation is part of the event.

***For Entry Forms – mike.louise@paradise.net.nz
For verbal advice – Michael Williams (03) 328 8043***



King Country Branch

of the

Vintage Car Club of New Zealand Inc

JOURNEY THROUGH TIME

Town & Country Rally

PROGRAMME

Friday 17th October

6.00 pm Pot Luck Tea

to be held in Clubrooms,

(Please bring a plate/ dish to share.)

176 Taringamotu Road, Taumarunui.

Saturday 18th October

8.45a.m. Check in at Clubrooms.

(Rally Pack will be given out)

9.30 a.m. Welcome

Followed by briefing

10.00a.m. First vehicle departs.

6.00 p.m. Pre dinner drinks,

7.00 p.m. Dinner and prize giving in

Taumarunui Cosmopolitan Club,

Miriama Street, Taumarunui.

RALLY INFORMATION:

The Journey through Time is an informal rally of about 130 kilometres through the roads of the Central King Country.

This year the theme is **"Town & Country"** and there is the souvenir booklet which gives information on places on the route. The roads this year are a combination of approximately 1/4 loose metal and 3/4 tar seal. Full petrol tanks are recommended.

A back-up vehicle carrying petrol and water will follow the route.

This year members of the Motorhome

Association are spending the weekend at our clubrooms, as the

Tiger Moth group are having a "Fly In" at the airport.

So there will be plenty to see.

General

The Road code must be obeyed at all times. One person in each vehicle must be a member of the Vintage Car Club of New Zealand and may be called upon to show their current membership card. The Driver must hold a valid driver's licence and may be required to show this document.

No entries will be accepted after closing date due to catering requirements.

In event of a dispute, the decision of the Rally Organising Committee shall be final.

ENTRANT COPY

Entries Close 3rd October

Name of Entrant _____

Name of Navigator _____

Address _____

Town _____

Post code _____

Phone Number _____

E-mail Address _____

Vehicle Make _____

Model _____ Year _____

VCC Branch & Number _____

Entry Fee (Per Car) **\$25.00** **\$ 25.00**

Saturday Lunch **\$12.00.** -----
(PER PERSON)

Saturday Dinner **\$36.00** _____
(PER PERSON)

TOTAL _____

Please complete in full and return with cheque to
King Country Branch VCC to
Rally Secretary N Dougherty

34 House Ave.

Taumarunui. 3920

E-mail kingcountryv@vcc.org.nz

GUEST'S INDEMNITY WAIVER

The organisers of this event draw attention of the participants to the following rule regarding eligibility "events should be open to vehicles as defined by Club Rules." All vehicles accepted must be entered by a financial member of the Club. Either the owner or the driver on the day shall be a member of the Club or if resident overseas a member of a recognized overseas organization.

This means that if you are not a member of the Vintage Car Club of New Zealand Inc. and you wish to drive in this event in a vehicle owned by a club member, we welcome you as a guest in a non -competitive capacity and because the Club's public liability insurance only cover incidents involving club members, we ask that you sign the indemnity waiver below.

INDEMNITY WAIVER

I agree not to hold liable the Vintage Car Club of New Zealand Inc. King Country Branch, its members, officials, or representatives for any loss, however caused or for the consequences of any actions by an official member or representative of the Vintage Car Club of New Zealand Inc., and accept that my participation in this event is as a non-competitive guest only and I do so at my own risk.

I have read and accept this Indemnity Waiver

SIGNED

.....

DATE

.....

RALLY RULES:

1. The event is open to members of the Vintage Car Club of New Zealand Inc.

The Classes are:

Veteran & Vintage before 1931

Post-Vintage 1932 to 1945

Post War 1946 to 1960

P V 60 1961 to 1980

Post 1980

Motorcycles

If fewer than 3 vehicles are entered in a particular class, then these vehicles will be placed in the next appropriate class.

**Accommodation
Motels in Taumarunui**

Central Park Motel 07 895 7132

Hilton Motel 07 895 7181

Kelly's Motel 07 895 8175

Twin Rivers Motel 07 895 8063

Mahoe Motel 07 895 8988

Alexander Spa Motel 07 895 8501

Bed & Breakfast

Le Cornu Farms B&B 07 896 8901

Femleaf B&B 07 895 4847

Lesmoyle Park 07 895 5016

Bradleys Garden Bed & Breakfast 274 452 074

Awarua Lodge 07 896 7677

Taumarunui Holiday Park 07 895 9345

(Camping Ground)

i site can also be contacted at

07 895 7494



**King Country Branch
of
Vintage Car Club of New Zealand Inc.**



**JOURNEY THROUGH
TIME RALLY**

**“TOWN
&
COUNTRY.”**

SATURDAY

18TH OCTOBER 2014



Weekend before

The National North Island Easter Rally

27 - 30 March 2015

Hosted by the Wellsford/Warkworth Branch and centred on Warkworth

Timed to avoid Easter and school holiday traffic and accommodation issues

Two days of spectacular rural and coastal motoring

including a choice of Sunday tours and visits

For further information and entry forms contact the Rally Secretary
 Leon Salt (09) 423 8122
 Email: ni.rally2015@gmail.com

including a choice of Sunday tours and visits

For further information and entry forms contact the Rally Secretary
Leon Salt (09) 423 8122
Email: ni.rally2015@gmail.com

Side Curtains October 2014

[illegible]

Sulphur City Rally

Saturday 30 August

The day dawned fine with the prospects of a good touring day. There were plenty of entrants so a lot of competition. Remember this is written by an entrant that completely stuffed it up!

We left our clubrooms with a handful of what seemed straightforward instructions, so think this should go well. Wrong!!!

Instructions say; “straight ahead rule applies”. We get this part right but local knowledge makes us turn back and take the other way. You have a lot to answer for Roger. (Advice: Never use local knowledge) We forget the instruction: if you see the silent check BSA take first right. Bugger, forgot this. Gee, some of us are just plain dumb. All other instructions were straightforward so this gave us some comfort.

We have driven these routes several times but there were some extra roads, so with the very pleasant weather this gave us some great views which made all the difference.

There were a couple of roads not often travelled so this kept it interesting with many different types of scenery; urban, semi urban, semi rural, native bush, forestry, kiwifruit and other types of orchards. This is what made this rally special. After doing approximately 80 miles we were back at the clubrooms for lunch.

The afternoon section was a leisurely cruise to one of our local lakes for a small gymkhana with a slightly different route back to the clubrooms for afternoon tea.

The day finished off with dinner and prize giving at a local hotel.

A special thanks should go to the plotter(s) and all who worked so hard to make this the success it was.

Dodge

Sulphur City Rally 2014

Place-getters

COMMERCIAL: 1st John and Janice Gardner
2nd Brian and Gwen Weightman
3rd Kevin and Gaye Heyward

PV60: 1st David and Jill Philps
2nd Ken and Lyn Rowson
3rd Graham and Thelma Jack

PWV: 1st John and Ngaire Cheale
2nd Mark and Marion Vince
3rd Tony and Judy Brierley

PV: 1st Graham Revell and Brian Williams
2nd Bruce and Ruth Shute
3rd Robin Skelton and Paul Woolaston

VINTAGE: 1st Walter and Alison McFarland
2nd Bill and Adelai Skelton
3rd Neville and Carol Harper

OVERALL ROTORUA WINNER: Bill and Adelai Skelton

OVERALL SULPHUR CITY WINNER: Graham Revell and Brian Williams

GYMKHANA: 1st Dennis and Pam Kenny
2nd Mike and Lesley Adams
3rd Bob and Debbie Ballantyne

HARD LUCK: Doug and Doreen Green

Midweekers

Yvonne & Peter Phillips Collection

Wednesday 17 September

A great turnout met at the club-rooms for a cuppa and a catch-up, before we all motored off heading south to Golden Springs and the Mihi Café for a scrumptious lunch. The owners Stewart and Jan did a superb job of getting us all watered and fed in record time. I always enjoy the lovely home cooked meals and delicious baking on offer here.

After lunch we motored south, then west via Tutukau road, ending up on SH1 heading north.

We all arrived safely at Yvonne and Peter Phillips by the pre-arranged 2pm time, to a warm welcome by them and their 2 very friendly dogs. After a brief personal history from Peter we split into two groups, Peter taking one group to look at the new shed whilst Yvonne took the rest

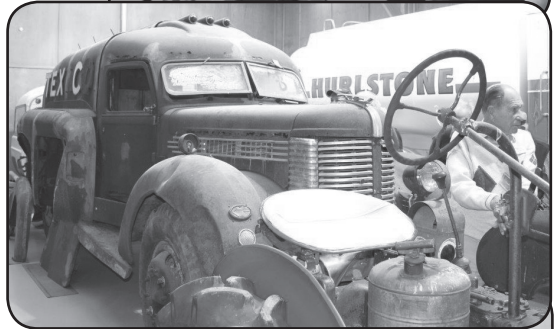
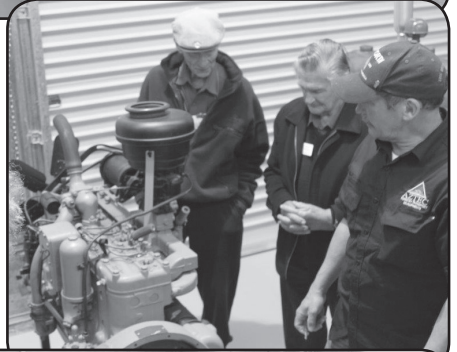
of us through the Man's Shed. It has been two years since our last visit, the cars remained the same, but the memorabilia collection has expanded. Everywhere you look there is something to admire in this pristine showroom. From the weird looking helmet, to the fancy water bottles, to the collection of negro head figurines, an amazing assortment dominated by American Texaco and Coco Cola paraphernalia. Peter started up the 1935 Ford coupe, wow what a thundering powerful noise, had most of us covering our ears!! Our group then headed over to have a gander in the new shed, passing a 1968 Ford



Ranger F10 pickup parked in the workshop. The first thing we saw was an old caravan, a Carelle, with “California Dreamin” logo. Next was this amazing rusty hulk of a truck, Peter’s latest project, which they had recently acquired in the States. It had been sitting in a quarry since 1959. This “project” is a 1938 Diamond T, ex Texaco tanker. It’s a 3.5 ton truck with a massive amount of work needed. Peter has sourced, on ebay, a near new engine (only 7000 miles) and will do all the mechanical work himself and outsource the panelbeating etc to complete the work, which will probably take him a couple of years.

Next we saw an early 1940’s Farmall B tractor. This tractor was one of many of that particular year that had faulty paint, it just fell off! The restoration work has begun with some shiny red paint work on the guards and wheels. Peter advised us that the tractor when complete, will have an extra seat installed for the Dog! Apparently he just loves to go everywhere on the farm with them. Also in the shed was a 1973 Kenworth truck, number 139, purchased in Otorohanga and has the “Hurlstone Earthmoving Ltd” logo. It is not road registered yet as it needs some work done to it. Yvonne drove it home and said that the clutch comes way out; sounds like quite a nightmare to drive, and I admire her for having the skills to handle it. Another great day out, thanks everyone, and nice to see the sun out as well!

Rebecca



Rural Ramble

Sunday 14 September

Luckily the rain showers predicted didn't happen, but there was a cold wind, which was not totally unexpected as Mt Ruapehu had had a fresh snowfall.

We had morning tea at the clubrooms, with our thanks to Angie for the lovely date and cheese scones.

The run started from the clubrooms with Denis first giving us a briefing and explaining that we had a few questions to watch for. The answers were all on the left and included some general knowledge questions which were much in favour of Cars, with a few True or False answers. For us it was purely guess work.

The run took us out to Bryce Rd, then Ngakuru, and actually encircled the area. It was good to see so much green grass with quite a bit of fresh growth, making for happy cows and farmers.

Along Bryce Rd we came across four cows running along behind a bike trailer, being enticed to follow their new-born calves in the trailer Moo-Moo. Calving time is not quite finished yet.

Because of the uncertainty of the weather we had lunch in the Ngakuru Hall, which was nicely warmed by the heaters (thanks to Pat and Denis). After lunch our journey took us up through Waikite Valley and then to Hwy 5, then back to the clubrooms for some afternoon tea and to mark our rally papers.

“Ha Ha” to the General Knowledge questions, the answers to these were very informative. I enjoyed the run as it was leisurely and scenic, with a little something to do as we travelled around.

Unfortunately Des and Angie had trouble with their 1937 Morris 8. However there were plenty of helpers at hand, but to no avail. This happened on Tumunui Road coming out from Waikite Valley. They were towed out to Hwy 5 and waited at the Bus Stop (sorry no bus today-Sunday) for the AA to come to their rescue with a truck. The Morris was winched onto the deck, with the passengers riding in the cab. The dog remained asleep on the back seat of the car unaware he was riding Top Deck. I personally don't know what went wrong with the Morris, but no doubt we will get to hear at a later date.



The run, put on by our Club Captain Denis Burr, was attended by:

Maurie and Shirley Crowe	Vanguard Ute
Roger Couchman and Daughter -in-law Leanne	1957 Austin A35
Bill and Adelai Skelton	1929 Austin 7
Kevin Scott	1936 Ford
Des and Angie Brunton	1937 Morris 8
Doug and Doreen Green	1929 Graham Paige
Albert Littin and Marina Jenkins	1939 DeSoto
Willem and Jo Meyer	1956 Mercedes
Bob and Pat Mackay	1968 Triumph Vitesse
Roger and Diana Nelson	1975 Triumph Stag
Rocky and Rebecca Fiske	1964 Triumph Coupe

PRIZE WINNERS:

1st equal - Bill and Adelai / Roger and Leanne

2nd - Doug and Doreen

3rd equal - Roger and Diana / Des and Angie

Thank you Denis and Pat, especially Pat for the chocolate prizes (chocolate bars)

A7 1929

On the last club run there was one green and black Morris 8 that decided to take its last breath and came to a gasping stop on Tumunui Rd amid belches of black smoke. No matter what was tried it refused to spring into life. Then out came a tow rope and the little Morrie was towed out to Highway 5 where a tow truck was called and it was delivered safely home.

Not sure yet as to the cause, but I am sure it will be breathing again soon.



Car Registration

If you are up with the news, then you should already know that the cost of re-licencing a vehicle drops substantially on 1 April next year. The drop is about \$130, or \$11 a month. For a petrol car, the cost of re-licencing virtually halves.

If you own a vehicle that needs to be re-licenced between now and 31 March, there is something you can do to take full advantage of the big drop, and save money, possibly plenty.

Firstly, what you should not do is re-licence for a full year when you next re-licence.

If you do that, you will gift the government \$11 a month for each month from May next year that you have re-licenced for.

What you should do is re-licence only for the number of months from when your current licence expires, up to and including April next year.

And I mean April, not March, because if you re-licence in March, you will be paying the current fee, not the much lower new fee. You have to re-licence in April to take full advantage of the new, low fee.

So, for example, if your current licence expires next month (September), you renew only for SEVEN months up to and including April. If you then licence for the other five months, you will have paid \$55 less than if you next re-licence for 12 months. If you have more than one vehicle that needs re-licencing before 31 March, then you will save even more.

The re-licencing form allows you to re-licence for any number of months from 3 to 12, so don't think that you have to re-licence for 12 months; you don't.

Because you have to re-licence for at least three months, if your current licence expires in February or March next year, then you are stuck with gifting the government \$11 or \$22, but only re-licence for three months.

Don't be sheepish or afraid to re-licence for less than 12 months. No-one will ask you why. You are not doing something that you are not entitled to do.

In April (or May if your current licence expires in February, or June if it expires in March) you have two choices. You can revert to renewing for a year. But if you have a lot of other bills in April and so would like to re-licence in an easier month, then re-licence only for the number of months until your preferred month, then re-licence for 12 months when your preferred month arrives.

A drop like this won't happen again, so make the most of it!

My New Windows

Last year, I replaced all the windows in my house with those expensive, double pane, energy efficient kind.

Today, I got a call from the contractor who installed them.

He complained that the work had been completed a year ago, and I still hadn't paid for them.

Helloooo . . ., just because I'm blonde doesn't mean that I am automatically stupid.

So, I told him just what his fast talking sales guy told me last year. . .

. . .that these windows would pay for themselves in a year.

Hellooooo, it's been a year, so they're paid for, I told him.

There was only silence at the other end of the line, so I finally hung up.

He never called back.

I bet he felt like an idiot.

Ignorance is Bills

Drivers fail to tell battery from bonnet

Do you know your dipstick from your coolant? One in six British drivers cannot identify a single one of the main components found under the bonnet of an average car.

A roadside assessment of driver's knowledge revealed widespread ignorance of the components required for basic vehicle maintenance.

Many fell at the first hurdle with 12 per cent of drivers unable to open the bonnet of their car. And 36 per cent of those who took part in the study, commissioned by LV Road Rescue, could not correctly identify where to put the brake fluid, while a quarter couldn't find the engine coolant.

Pinpointing the oil filler cap stumped 10 per cent. The most simple parts confused many motorists, with some unable to identify the oil dipstick (7 per cent) or battery (7 per cent).

The only parts that more than half of motorists could correctly pinpoint were the windscreen washer reservoir (52 per cent); the oil filler cap (61 per cent) and the bonnet catch itself (63 per cent).

Drivers who took tests before the "Show Me, Tell Me" aspect was introduced in 2003 to help candidates learn the basics, proved better at identifying parts under a bonnet than those who took the new test element.

Two-fifths of motorists said they don't do any checks on a regular basis, which can lead to car damage or a breakdown. LV Road Rescue said that not maintaining a car properly, for example by running an engine without coolant, could lead to very expensive problems.

Car manufacturers aren't helping motorists find what they're looking for. The researchers looked at 16 of the most popular current models and found that the engine oil filler cap, oil dipstick, engine coolant, and windscreen washer cap positions varied considerably.

Independent

LAWS TO REMEMBER

Law of Mechanical Repair

After your hands become coated in grease,
your nose will begin to itch.

Law of Gravity

Any tool, nut, bolt, screw, when dropped,
will roll to the least accessible corner.

Law of the Bath

When the body is fully immersed in water, the telephone rings.

Law of Close Encounters

The probability of meeting someone you know
increases dramatically when you are with someone
you don't want to be seen with.

Law of Result

When you try to prove to someone
that a machine won't work, it will.

The Coffee Law

As soon as you sit down to a cup of hot coffee, your boss will ask you
to do something which will last until the coffee is cold.

Brown's Law of Physical Appearance

If the clothes fit, they are ugly.

Oliver's Law of Public Speaking

A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy

As soon as you find a product that you really like,
they will stop making it.

OUR WEBSITE

www.rotoruvintagecarclub.org.nz

Have you visited our website yet?

We are now ranked number one in Google,
thank you for your help in getting us there.

If you haven't already please help us to
stay there by searching for
"Rotorua Vintage Car Club" on Google and then click
on the first search result that has our
website address showing as the link.

Also please remember to put the website on anything
club related that you are producing.

If you are happy to read our magazine
"Side Curtains" from the website,
and not a hard copy by post, then please advise the
Editor by e-mail, letter or phone.

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.

For Sale

Ford AA Truck 1927-28:

VCC authenticated Rego & Wof.
Restored 1990, a very useable old truck.
Driven regularly. \$10,000 ono
Contact Bill on 07-357 4876 Rotorua

1952 Morris Minor 4-door, side valve

One South Island family ownership for decades, original paint, very well maintained and original throughout. Asking price is \$5,000.

Contact Ronald Mayes for further details 07-347 8490 or randgmayes@gmail.com

Morris 10 1940's.

Shed stored with some parts. Complete car going. Open to offers.

Phone Graham on 07-348 3104

Mark 1 Consul.

Complete car in going order. Open to offers.

Phone Graham on 07-348 3104.

1938 Ford V8 std Fordor Sedan

12v electrics, 24 stud motor, rego on hold. \$14,000 ono.

Contact Peter on 027-498 1875 Rotorua.



1922 Ford Model TT Truck: Recent engine work and general refurbishment including repainting. New W.O.F and registration. A very drivable vintage truck.
\$14,000 ono.

Enquiries to: David Taylor 07-343 9392 or John Kirkland 07-347 4876.

Coming Events

	DAY	WHAT	MEET	STARTING PLACE	PAGE
Oct	8	Club Night	7.30pm	Clubrooms	8
	12	Club Run	10.00am	Clubrooms	8
	14-17	Midweekers Spring Tour	9.00am	Orewa	9
Nov	12	Club Night	7-30pm	Clubrooms	
	19	Midweekers	10-00am	Clubrooms	9
	23	Club Run BBQ Run	1.00pm	Clubrooms	8
Dec	6	Christmas Social	5.30pm	Clubrooms	10
	10	Club Night	7-30pm	Clubrooms	
	14	Club Run	TBA	TBA	
	TBA	Midweekers	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 jwpete@xtra.co.nz**

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

Website: www.rotoruvintagecarclub.org.nz

Sun Alliance Agency Number: HO 0300146

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