

SIDE CURTAINS



A P R I L
2014



THE MAGAZINE
OF THE
ROTORUA
VINTAGE
AND VETERAN
CAR CLUB



ROTORUA

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

Cover Photos

Top: Stag Owners Club 30th Anniversary
February 2014, Taupo

Lower: Des missing his afternoon nap at Mamaku


Back Cover: Even the ducks kept out of the mud.
RVCC Swapmeet 2011

*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 APRIL 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	Angie Brunton
Asst Club Captain	Roger Nelson

COMMITTEE

Steve de Jeu
Mel Cooper
John Peters
Past Chairman
Mid Weekers
Social Convenor
Side Curtains Editor
Beaded Wheels
Tea Persons
Custodian
Librarian
Asst. Librarian
Cards and Flowers
Hon Solicitor
Hon Auditor

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From the Chair



Finally, after several attempts, we now have our very own website. It is www.rotoruvintagecarclub.org.nz. The monthly magazine will be attached each month along with other updates. Have a look and see what you think. Any comments to improve it are welcome.

At the March meeting the star car displayed was Albie Littin's 1926 Chrysler G70. Albie purchased the car in 1976 as a basket case. Nothing seemed to faze Albie during the restoration as he even had to make up a wooden mould to reproduce the hub caps. The bumpers were another story though, as these were reproduced in stainless steel by a "grumpy old pommie guy!" Since restoration, Albie has modified the cooling system and upgraded the lighting and hydraulic brakes. It has now been back on the road for 32 years and has stood the test of time.

Our guest speaker for the night was our very own Mel Cooper who with Colleen had spent the Christmas period on a cruise around South America visiting, amongst other destinations, the Falkland Islands. Mel gave us an excellent presentation of the island's history and an overview of the Falklands war between Argentina and Great Britain. It is interesting to note that oil has now been discovered down there. I wonder if they already knew that.

Lois and I attended the Executive meeting put on by the Waitemata Branch at Butterfly Creek in Auckland (the day of the 'Cyclone'). As everyone knows, it (the Cyclone) was nowhere near as bad as predicted but nevertheless a rather exciting drive. These meetings are an opportunity to gather different ideas from other clubs. There is a South Island Club that raises all their funds over the 'Bar' but they do open up on Saturday afternoons. I know we did try that but it wasn't that well patronised and our club is about a quarter the size in members. So it looks like the Swapmeet will continue to be our main source of income for the foreseeable future. Anyway, the main item of interest was the results of the survey. It was a disappointing return for the organizers as only 11% of the total membership bothered to put in a return; ie. 961 out of about 9000 members. I guess they will publish the results eventually.

The Club Captain's Run was well attended with 16 cars. It was a tour with instructions that brought us through some scenic roads to the Maketu Fish and Chips restaurant. A wonderful view was had from our seats over the beach with the last of summer wine, well not actually wine but Lemon, Lime and Bitters. Thanks Angie and Roger for a relaxing afternoon.

Just remember that the AGM is looming and all positions are up for grabs so if you think the committee has been around too long then let's have some nominations.

Cheers, Andy

From the Club Captains desk

The Club Captains Run was held a week later than originally planned as Cyclone Lusi caused a postponement. Unfortunately due to work commitments I was unable to attend, so Des was despatched with scones to make the afternoon tea before my able assistant club captain Roger Nelson (who plotted the rally) set off 16 cars. By all reports a good run and even better fish and chip tea at Maketu. Thanks to the ladies who helped Des in the kitchen.



We went with the midweek touring group to McLaren Falls and had a really enjoyable day out. It is a really lovely spot and made even better with good company and great weather.

April is the night run which was won last year by Ken and Lyn Rowson so they have the privilege of plotting this year's run. They are planning a night run on Sunday 13 April. More details further on in the magazine.

May brings the AGM and there are nomination forms in this magazine so if any of you would like to step forward and help run the club, now is the time to put your hand up. There are going to be a few vacancies on the committee so please think about it.

Saturday 7 June will be the annual prize-giving dinner, a week earlier than normal, so please could all trophy holders return them by club night on 10 April thanks.

I would like to bring to members attention the work that many committee members put free of charge in maintaining the clubrooms and grounds. Meeting tradesman at the clubrooms when required in their own time.

I hope all members have noticed how neat the clubrooms and gardens are looking. Thanks to John Peters and Jenny Gill for putting in the work on the gardens and I understand dodging wasps in the process. John is still recovering.

Also thanks to John for arranging for the carpet to be stretched and cleaned. The clubrooms are looking really good.

I am sure all members also appreciate what a great job Maurie and Shirley Crowe are doing as cleaners.

Safe motoring everyone.

See you at Club Night.

Angie Brunton, Club Captain

Editor on Venom



I can tell you that paper wasps have a very good stinger, as while doing the clubs garden I came across a nest on a flower plant, which I did not see until it was too late, and was stung once on the top of the hand through my glove and once on the arm. They both are still red and swollen after five days. I dealt to them with a can of “Blitzem wasp killer and Nest Destroyer”, which kills instantly.

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 themselves 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, a big thank you to them.

If you think you have read some of this in last month’s Side Curtains, you are right. It is important that all members attend the AGM, and we have some new committee members with fresh ideas.

Editor

“I have noticed even people who claim everything is predestined, and that nothing can be done to prevent it, still look before they cross the road.”

Stephen Hawking

“A word to the wise isn’t necessary, it’s the stupid ones who need the advice.”

Bill Cosby

“When I was young I thought that money was the most important thing in life, now that I am old I know that it is.” *Oscar Wilde*

“The most useful safety device in a car is a rear vision mirror with a traffic cop in it.” *Dudley Moore*

“At the age of eleven or thereabouts women acquire a poise and ability to handle difficult situations which a man, if he is lucky, manages to achieve in the later seventies.” *P G Wodehouse*

Letter to the Editor

Sir,

I totally agree with Rocky re “Electric Fan, Yes or No”. I have been there and done that.

I took the original fan off and ran just the electric fan. It was OK on a long trip, but around town the fan was on almost continuously and being fairly noisy, one could hear the fan coming before the car turned up, so I put the original fan back on the car.

I did an experiment and drove up the Kaimai's with the electric fan turned off, then a few weeks later I did the same trip with the electric fan removed from the car and I reckon the engine ran at least 10 degrees cooler, which suggested to me having the electric fan bolted in front of the radiator does restrict air flow. I have left the cooling system as the manufacturer designed it. After all, why should I know any better than them. As Rocky wrote, with just an electric fan the engine did seem to run smoother and probably with a slight gain in H.P.

Recently I was at a gathering in Taupo where there were 39 Triumph Stags assembled. It was interesting the amount of modifications on the different cars, all to do with the cooling system. Also it was the most discussed topic of conversations.

Thanks Rocky, you restored my faith.

Stag Owner



Notice of Annual General Meeting

The Annual General Meeting will be held 14 May 2014.

The Agenda is: • Apologies • Minutes of last years AGM
• Chairman's Report • Financial Report
Election of Officers and committee • Remit • General Business

REMEMBER, only financial members may vote.

ALL positions are up for nomination so if you think you can contribute something worthwhile to the club, then get yourself elected.

Don't just sit there and expect someone else to do it, this is YOUR club!!!

Nomination papers are on pages 18 and 19.

NOTICE OF MOTION TO RESCIND A MOTION

That the remit passed on 14 of May 2008 imposing a levy of \$10.00 per member per year be rescinded. *Proposed by Mel Cooper.*



DIARY DATES

Next club night: 9 April, 7.30pm

Next committee meeting: 14 April, 5.30pm

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.

Club Night

Wednesday 9 April

Car on display will be Roger & Keitha Couchman's 1957 Austin A35. Guest speaker will be Jude from St Johns, speaking about Personal Alarms.

April Club Run

Sunday 13 April

This will be a night run. Meet at the clubrooms at 4pm for a BBQ dinner followed by the run, and then back to the clubrooms for dessert.

Dinner will cost \$10 per person.

Mid Weekers

Wednesday 16 April

Meet at the Club Rooms for morning tea at 10am. Then we will drive to Taupo for a café lunch at the new Mega Mitre10. After lunch there will be time for a quick browse before visiting a collection of Memorabilia at 2pm, a collection like you have never seen before.

Contact Rocky and Rebecca for any enquiries Phone 333 1883 or 021 446 486.

May Club Run

Sunday 18 May

More information on the Chairman's Run will be in next month's magazine.

Annual Dinner and Prize giving







Saturday 7 June

More information will be in next month's magazine.

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

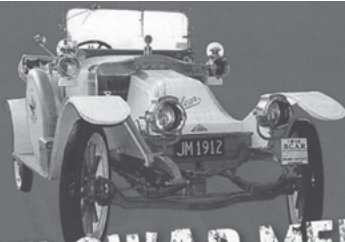
Riverside Edge Holiday Park
(Waipawa)
06 857 8976

**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
Suzanne McCool (06) 856 8087 - Email: cools29@hotmail.com

4TH



WHANGAREI SWAP MEET AND CAR DISPLAY

COMBINED
CLUBS



Sunday 27th April 2014

Heritage Park - SH14, Maunu - Whangarei

Hosted By

Northern Street Rods Inc/Northland Vintage Car Club/Whangarei Rod & Custom Club

Sellers & Setup 6.00am • Gates open to Public 8.00am

Entry - Public Gate

Adults \$5.00 - Under 14's Free
Sellers: Trade Sites \$25.00 / Private Swappers \$10.00
Display Cars & Drivers Free / Passengers \$5.00

For more info contact

Graeme - 09 434 7215 A/H • Lawrence - 09 438 4448 Bus

Paul 09 - 438 6593 A/H • Reg/Sharon - 09 437 2945 A/H



Midweekers - Omanawa Falls

Wednesday 19 March

With directions to meet at Café Four 14 on Pyes Pa road at 10:30am, we met up with the other cars for morning tea and a natter, with one car from Whakatane joining us here.

We were given directions to Omanawa Falls power station on Omanawa Road. Directions were simple and straight forward, even for me.

We parked our cars on the road side and looked at the track as it disappeared down the hill. Team leader said “it is not steep, you can even walk it in jandals” but low and behold as we turned the first corner it was steep, and it got even steeper. Finally after going through a narrow cutting with machinery across the top, we find steps. Yee-haa! However part way down the steps we see the falls from where the water was taken to drive the turbine.

This old station was developed in 1910 to supply the growing town of Tauranga. This was the first hydro electric power station in the Southern Hemisphere.

Now for the walk back, “not steep” team leader had said. When we had all arrived back at the parked cars, where Rocky and co had stayed as security, we were given directions to McLaren Falls Park where we were to have a picnic lunch.



Each car should wait at the road junctions so the following car can see where to go. The last three cars missed the turn down to the parking place, but we saw more of the park than the rest. That park goes a long way up the valley. However as we travelled back, we came across our team leader running down the road to give us correct directions. We meet up with the others with “where have you been?” No guesses for the answers given.



After lunch some of us travelled over the Kaimai's and back over the Mamaku's to home. This was an enjoyable day, good weather, interesting things to see, and good company.

Thank you to Rocky and Rebecca for organising.

Dodge



Those that participated were:

Gordon Cate
 Denis and Pat Burr
 Maurie and Shirley Crowe
 Bob and Pat Mackay
 Rocky and Rebecca Fiske
 Evan and Wyn Dorrington
 Des and Angela Brunton
 Roger and Keitha Couchman
 Les and Thelma Forward
 Terry and Sandra Fitzpatrick
 Graham and Anne Manson

Plymouth
 Dodge
 Vanguard
 Triumph
 Triumph
 Morris
 Morris
 Austin
 MG
 BMW
 International

Club Captains Run

We assembled under the steely eyes of deputy club captain Roger at mid-afternoon, for departure at approximately 3pm after a cup of tea and cheese scones for fuel to activate the brain and energise the driver. We left at desired intervals and headed east via side roads to try and keep us off main highways. As we left the city boundary it was obvious it had rained, so this should lay the dust as we were told there were some gravel stretches.

We turned off at Otaramarae on to Maniatutu Rd and continued down this road for some time, then took various turns to arrive on Rotoehu road, did more twists and turns, then ended up back on Rotoehu Road. We then found ourselves on Old Coach Road and told to follow this. Well this road does not follow logic, as over the years it has been dissected, altered etc. We found ourselves passing through Paengaroa and on to cross S.H.2 to end up at Maketu. This sojourn took us through some interesting countryside with different farming styles; dairy, sheep and cattle, kiwifruit and various other horticulture crops. We had to answer questions as we travelled, and there were no overriding instructions as to whether answers were on the left or right or both. The questions seemed easy but this worries you as there must be a catch somewhere. We ended up at Maketu late afternoon, and an arrangement had been made for us all to have fish and chips for an evening meal. This finished off a good drive with more food, good company and a leisurely drive back home mainly in daylight.

The weather was great with a very light shower but mainly fine and sunny. Thank you to the plotters and organiser.

Dodge

Those that participated were:

Bill and Adelai Skelton	1929 Austin Chummy
Robyn Skelton and Paul	1934 Austin Ruby
Doug and Doreen Green	1929 Graham Paige
Evan and Wyn Dorrington	1958 Morris 1000
Ross and Cushla Hollings	1984 Porsche G44
Ken and Lynn Rowson	1978 Statesman De Ville
Neville Harper	1961 Studebaker Hawk
Denis and Pat Burr	1930 Dodge
Terry and Sandra Fitzpatrick	1973 BMW 2002
Cliff and Shona Wickham	1963 Ford Anglia
Andy and Mary Watson	1972 MG
Bob and Pat MacKay	1968 Triumph Vitesse
Maurie and Shirley Crowe	1961 Vanguard Utility
Ronald and Gloria Mayes	1977 Triumph
Kevin and Maryann Scott	1936 Ford
Roger and Diana Nelson	1975 Triumph Stag

East Cape Trippers

It was the 30th Anniversary of the Triumph Stag Owners Club, so the four Rotorua Stag members (John Peters and Jenny Gill, with Roger and Diana Nelson) left home to meet up with the other Stag owners in Taupo for the reunion weekend.

Friday evening was a get-together with everyone, then a BBQ dinner and a quiz. On Saturday we all left the motel after breakfast for a day trip around the region, including Oraki Korako, Aratiatia Dam (in time to see the flood gates open), Lava Glass, where we had lunch and then watched the glass blowing being done, which was really interesting and then onto Huka Falls. Then it was back to the motel to dress-up in time for dinner. We were all asked to dress in 1970's gear as that was the time the Stag cars were made. It was a fun evening with everyone dressed for the occasion and 1970's music playing in the background.

After breakfast on Sunday we all left Taupo to travel to Taihape for lunch then it was onto the Taihape-Napier Gentle Annie road. This was originally formed for horse-drawn wagons to cart bales of wool out of the district. It was a lovely drive with beautiful scenery. Our destination was Hastings for a couple of days, with Monday morning being a free morning. Some of us just sat in the sun at the motel, others visited friends or relatives, while some of us went into Napier and spent up large! In the afternoon we all joined forces and drove up to Te Mata Peak to see the fantastic views. Then it was off to one of the club members home nearby for a BBQ dinner.



continued on page 3 ►



Tuesday morning, and after breakfast we said our goodbyes as everyone departed to return home. This is when the Peters and Nelsons with one other couple from Auckland began their journey to Gisborne and around the East Cape. We followed SH2 to Wairoa, viewing places of interest along the way. After negotiating the winding road at Devils Elbow, before passing under and below the Mohaka Railway Viaduct - a spectacular steel viaduct built in 1937, spanning 278 metres and 96 metres above river level. On then to Wairoa for lunch at the famous Oslers Bakery and Café which has been serving the district for more than 100 years - oh the choices!! From here we motored on to Gisborne via Morere, and carried on to our motel at Waikanāe Beach for the night.

Wednesday morning we all fuelled up before setting off around the Cape. Gisborne's beaches were at their spectacular best as we wound our way along the coast to Tolaga Bay. Here we went to view their famous jetty. Built in 1929, it served the district in the days of Coastal shipping - mainly transporting wool bales out of the district. It is believed to be the longest reinforced concrete wharf in the Southern Hemisphere. From there, we travelled on to Tokomaru Bay for our lunch stop at the local and went on to view the remains of the old freezing works which had closed in the early 1950's and the old wharf, relics of the era when transport on the coast was by sea. After passing through Te Puia Springs, we made our way to Ruatoria for a coffee stop. Our next stop was at Tikitiki where we stopped at St Mary's church, of Maori architectural design and lined with Tukurutuku woven panels and wonderful Maori carvings.

Our next stop was at Te Araroa at the giant pohutukawa tree named Te Waho o Rerekohu, reputed to be the oldest and largest in NZ. From there we took a drive to the base of the hill where East Cape Lighthouse is located - the most eastern lighthouse



in the world. There are 700 steps to climb up to the lighthouse itself, but it was too late in the day to make it - that was our excuse to not climb them anyway! The access goes through private property and with the dry of summer, the road was very dusty, hence the change in colour to all three cars - a lighter shade of dust!! It was then on to Hicks Bay to our accommodation at the Motel Lodge with spectacular views of the bay.

Thursday dawned a cloudless day. We doubled back to the Manuka Honey Factory for breakfast, then motored on to Potaka, the most northerly of Ngati Porou communities and took the road down to Lottin Point, a very pretty bay with its rocky shore and pounding waves. Then it was on past Whangaparaoa (Cape Runaway) and on to Waihou Bay, a lovely spot and base for deep sea fishing contests. From there we went to Whanarua Bay, to the Macadamia Nut Orchard for a delicious lunch made with macadamia flavours. The gardens had wonderful views of the bay, which was a delightful place to visit.

Our next port of call was Te Kaha, an old whaling settlement and scene of early missionary activities. Here they have one of the more spectacularly carved meeting houses at the Marae and the area is farmed with dairy cows and kiwifruit orchards.

From here on we followed the coast seeing spectacular views of the sea on such a clear day, White Island could be sighted with its puff of white steam rising into the air as we made our way toward the mouth of the Motu River and crossed the Motu River bridge, and as we neared Opotiki, Whale Island could be sighted. On reaching the town we all topped up the Stags and from there went our separate ways home.

A memorable trip with great sights and great company.

The 2 Doe's

Diesel Dilemmas

The Diesel engine was invented by a Frenchman by the name of Rudolf Diesel (1858-1913) in the late 1800s. Even in those early days the problem with the Diesel engine was the high pressures necessary to cause combustion, fine tolerances and excessive soot emissions.

The Diesel engine eventually becoming too complicated for Rudolf Diesel is believed to be the reason for his suicidal death in 1913. One can't help wondering about the problems that still exist. The technology that is now behind the modern diesel engine is far beyond me to even think about.

The pressures and tolerances are extremely high and any slight variation in these tolerances causes major expensive problems. The Diesel engine does the highest amount of work/stress per unit of heat than any other combustion engine.

One of the problems for example with the injectors operating at such extreme pressure causing the diesel to atomise for correct combustion, is if there is only a slight malfunction with the injector the fuel is not atomised correctly, therefore doesn't ignite correctly. This in turn starts leaving light traces of un-burnt fuel in the cylinder that build up, which then start to cause hydraulic effects in the cylinder which in turn blows a hole in the piston.

This problem also allows unburnt fuel to enter the Diesel Particulate Filter (DPF).

These very expensive filters are on the exhaust system and are designed to remove about 85% of the soot which is now the requirement regarding emission control standards. If they become clogged you are once again in serious trouble.

To reinstate a contaminated DPF the vehicle needs to be driven at high revs for up to 100 kms. These filters operate at very high temperatures and I have been told they have been the cause of fire in some modern vehicles, as the unburnt fuel ignites if the injection system is not functioning correctly.

The tolerances in the injection pumps are approximately one tenth that of a human hair, in other words almost unmeasurable, so if any moisture enters the pump, seizure usually occurs and a modern pump is worth tens of thousands of dollars. Yet the odd part about this is the fact that diesel does contain a degree of water and yes it contains more water than Petrol. There are a few simple house keeping practices to help with avoidance of more moisture entering the Diesel. One of the simplest ones we were taught was to always leave the tank full to avoid condensation and also stop start short runs, Diesels don't like running cold.

The list goes on so where does this leave us?

In summarising, in my mind there is no doubt and never has been that the Diesel engine is the ultimate industrial heavy duty answer and I don't think that will change. However the lighter Diesel engines future could be in the balance.

Two well known car distributors here in New Zealand have removed the diesel model from their range because of ongoing expensive repairs and warranty claims. Some argue that the problem is in our fuel, I believe a lot of the failures are poor maintenance, as maintenance on these engines is so costly people tend to let it slip.

The main reason for the Diesel invasion of recent years is fuel efficiency, but with emission control standards being so high, the cost of repairs and maintenance becomes so high it over rides saving in fuel. Manufacturers are spending hundreds of millions of dollars on research and development on emission controls in the quest to keep Green Peace happy. And yet we are quite lucky here in New Zealand as at this stage our rules are quite lax.

Manufacturers are continually refining the petrol engine to become more efficient than the Diesel. Some of manufacturers are now pushing for the return of more petrol engines and stepping away from Diesel.

In ending, this may sound a little odd but I am an Automotive Diesel Engineer by trade and I do keep in close contact with what is going on in the automotive industry. Yes I do own a modern common rail Diesel vehicle and I do hear of these Diesel Dilemmas, but I have to admit every time I start that vehicle I do wonder if it is going to be my turn.

Ironically, believe it or not, as my children were growing up and wanting cars long before the common rail and Diesel particulate filters were invented, I always said to them, NEVER buy a Diesel.

Rocky

CRICKET EXPLAINED

You have two sides, one out in the field and the other in.

Each man in the side that is in goes out, and when he is out he comes in and the next man goes in until he is out.

When they are all out the side that is out comes in and the side that has been in goes out and tries to get those coming in, out.

Sometimes you get men still in and not out.

When both sides have been in and out, including the not outs, that is the end of the game.





Nomination Form for AGM 14 May 2014

I nominate

for the position of

Signed

I second the above nomination

Signed

I agree to have my name put forward for the above nomination

Signed



Nomination Form for AGM 14 May 2014

I nominate

for the position of

Signed

I second the above nomination

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Nomination Form for AGM 14 May 2014

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for the position of.....

Signed

I second the above nomination.....

Signed

I agree to have my name put forward for the above nomination

Signed

Who is the Club Member?

As a school boy in 1955 I supplied over 50 vintage car models for the dinner set piece for the opening of the Gilltrap Motor Museum.

At the age of 14 my father gave me my first vintage car. It was a 1929 model. At 15 I bought my first vintage car.

It cost me 20 pounds and was a rare 1930 Chev Wentworth.

At 17 I'd bought my first Austin. A 1932 10hp.

By now I was having women troubles (my mother) as I still had all the other cars.

My first sports car was purchased next and it completely broke my heart as it was so unreliable.

Next to come was a pre-production Mini Minor. This was a wonderful car and was raced with the Rotorua Car Club.

I married my navigator. I'd trained her up for car trials.

I was among the group who came to Roy Fleets garage to form the 'Rotorua Vintage Car Club' that July night in 1969.

I have owned my present Vintage Car for 44 years.

I once won the 50/50 PV Class in a Sports car.

At one time I owned the first 30 year old P.V. car to be accepted into the Club. It was a 1956 Model.

Today the Club cars I own and have an interest in are Vintage, Pre-War, Post Vintage, the P80 classes.

WHO AM I?

*Who am I? Answers to March 2014 questions.
Neville Harper and Dorothy Clouston*

Coming Events

	DAY	WHAT	MEET	STARTING PLACE	PAGE
April	9	Club Night	7.30pm	Clubrooms	6
	13	Night Run	4.00pm	Clubrooms	7
	16	Midweekers	10.00am	Clubrooms	7
May	14	Club Night	7-30pm	Clubrooms	
	18	Chairman's Run	TBA	TBA	7
June	7	Annual Dinner & Prize-giving	TBA	TBA	7
	11	Club Night	7-30pm	Clubrooms	
	TBA	Club Run	TBA	TBA	
July	9	Club Night	7-30pm	Clubrooms	
	13	Swap Meet	TBA	Paradise Valley	
A	30	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 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.