

SIDE CURTAINS



A P R I L
2015



THE MAGAZINE
OF THE
ROTORUA
VINTAGE
AND VETERAN
CAR CLUB

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



ROTORUA

Cover Photos

Top: Spring Tour 2014

Owners: Club Members

Lower: Midweek Run Lake Okaro Feb 2014

Owners: Club Members

Back Cover: Stags Off-Roading in the South Island

Owners: Roger & John

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 2015

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	Bob Mackay
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 would like to welcome a returning member, Alan Mountford who owns, amongst other cars a couple of Pontiacs. Hopefully we will see his cars out and about.

At the last club night our guest speaker was Wayne Hendricks who is a Police Forensic Photographer of some experience. We were provided with a comprehensive history of Police photography from film through to the digital age. It took some years before digital was accepted by the hierarchy as there were fears of doctoring of evidence. Wayne then showed us a comprehensive library of photos on our TV which would make the Chamber of Horrors seem tame. Some really made your skin crawl, especially the chap who cut up his uncle and hid him in a wheelie bin, all over an argument about an inheritance. A very enlightening presentation, those that didn't bother to turn up, you don't know what you missed! But do be careful next time you lift the lid on your wheelie bin!

Our star car of the evening was none other than Denis & Pat Burr's 1930 Dodge DD, all nicely polished for the occasion. Denis gave us a history of the Dodge Brothers who started making parts for cars in 1900 and in 1915 commenced making complete cars. Eventually the company was sold to Chrysler in 1928. The factory where these cars were made, albeit under the Chrysler name, was finally closed in 1980.

Denis purchased the car in 2008 which had spent its life in Gisborne. It was restored by the previous owner but Denis has made a few modifications to aid its reliability. He has fitted an electric fuel pump to stop fuel vapourisation, an electric fan to help prevent the over-heating problem on long inclines and an alternator for the electrics. Overall it makes for an enjoyable rally car and is a credit to Denis and Pat.

Earlier in March, Secretary Lois Thompson and I attended the National Management meeting in Christchurch. Apart from the meeting it only reminded me of how I hate airports. Rot to Wgtn, Wgtn to ChCh, ChCh to Wgtn, and Wgtn to Rot all in a day fraught with bad weather, delaying flights. An interesting take off from Wgtn into a howling Northerly, full engine power with the brakes on and then release the brakes and let her rip. Climb out emulating a jet. I remember practicing this in a Victor Airtourer (115hp) but I was not as impressive. Anyway, we had a really bumpy ride back into Rot but to the pilot's credit she greased it down on to the tarmac. As for the meeting, it was pretty low key but the main points that I picked up on were as follows:



1. The next National Chairman is likely to be Dianne Quarrie who has had considerable experience on the VCC management.
2. Check your VIC's, they run out after 10years and you will be turned away from National Events if expired.
3. The Taranaki Branch is making a bid for the 2021 International Rally.
4. Tony Haycock proposed a National Speed event which would take the form of a Hill Climb or Pomeroy. Not restricted to pre 60. Passed.
5. 100 year badges will be at the owner's cost (cars not owners!).
6. 50year badge celebrations to be geared to the recipient as some could be rather infirm.
7. Julie would like the financial year for subs changed to later in the year to take away some of the stress at March.
8. Remits discussed which you will need to vote on.

The Chairman's Run held on 15th March was as advertised, a coach trip up to the Roycroft Trophy race meeting. Only 13 members took the opportunity, but I think those that did, enjoyed themselves. Pam kept away, so there was no need for wet weather gear. Thanks Waitemata Branch for a great day out, to Angie Brunton for arranging the coach and tickets and to Terry Fitzpatrick for making the suggestion. A winner will be announced at the Prize giving for answering the most correct answers to my impromptu quiz.

The Night Run on Sunday 12th April. Meet at the Club House at 6:00am for an early morning run with a breakfast at the Club House, \$5 a head. For catering please phone me on 357 5656 if you are coming.

By the way, have you thought about who will be on committee after May.

MARY AND I ARE NOT STANDING AGAIN!!!!@!

Cheers, Andy

Our Website

Our website is www.rotoruaVintageCarClub.org.nz.

This is updated monthly with our newsletter and upcoming events.

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

From the Club Captains desk

The Chairman's run to the vintage racing at Hampton Downs was a great success from what I am hearing, and even encouraging the purchase, in the future, of a suitable vehicle for this event by one of our members.

This has sparked further talk as to the direction of our club and where it could go and how to keep attracting new members. Many topics and options are always offered and should be brought up at meetings. Some of these suggestions have merit.

One idea that has come to my attention is the place kit cars play in the car movement. We have several owned by our members but they feel there is no opportunity for a competitive section in our club. Could we do something in our Sulphur City Rally? If we encourage these folk along they may at a later date buy a true vintage car for further enjoyment in our club.

We have the night run this month but I hear it could be a different style. Looking forward to this; there will be more info in this magazine.

I have been working on joining a neighbouring club for some socialising and seeing what is going on in their area. It is coming along and will tell all when things are sorted.

I was pleased to be able to enjoy another of Rocky and Rebecca's mid-week tours. I believe it is their final one. Thank you both for the efforts you have put into these events, as often these are not always appreciated by everyone.

It was pleasing to see some of our newer members enjoying these runs.

Pat and I are off to Feilding to the Commercial Rally over Easter. We will be accompanied by our assistant Club Captain on this trip, so more info later.

It looks and feels as though Autumn is here so drive carefully.

Cheers, Denis

HISTORIC RACE LICENCES

Could all members who hold a Historic Race Licence please check the expiry date, and if it has expired or is due to expire, all you need to do is send it back to the National Office along with \$23.00 and it will be renewed for a further 5 years.

Julie Cairns, Administration Manager

The Historic Vehicle Authority of NZ, The Vintage Car Club of New Zealand (Inc.)

Phone: 03-366 4461, Fax: 03-366 0273

Email: admin@vcc.org.nz Website: www.vcc.org.nz

Editor terminating

With another AGM just over a month away, now would be a good time for all members to decide what position on the committee they would like to fill.

For the last four years I have edited the Side Curtains and it is time for me to take a break. I guess you all must have been happy with its content as there were no letters of complaints or suggestions.

I am a little late with this month's Side Curtains as we (Peters & Nelsons) have been overseas (SI) with our Stags (Cars) doing a top end explore (tiki tour) before meeting up with about 30 other Stags from all parts of NZ, for the last weekend in Picton. We travelled just over 2000 miles without any breakages or brake-downs. I do love driving through Arthur's Pass, and I would like to be able to drive the old road up over the top if it was still open.

Christchurch has had a lot of changes from our last visit but there is still a whole lot of work left to make it as it was before the earthquake. The container shopping centre is a great way to use shipping containers and you can easily think that they have been there for years and not just a temporary centre.

As mentioned before: **I WILL NOT BE EDITOR or JENNY PROOF READER** next year, so now is the time to step up and take on an interesting job for your club.

Editor



Nine Important Facts to Remember as You Grow Older

- 9 Death is the number one killer in the world.
- 8 Life is sexually transmitted.
- 7 Good health is merely the slowest possible rate at which one can die.
- 6 Men have two emotions: hungry and horny, and they can't tell them apart.
If you see a gleam in his eyes, make him a sandwich.
- 5 Give a person a fish and you feed them for a day. Teach a person to use the internet and they won't bother you for weeks, months, maybe years.
- 4 Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.
- 3 All of us could take a lesson from the weather. It pays no attention to criticism.
- 2 In the 60's, people took acid to make the world weird. Now the world is weird, and people take Prozac to make it normal.
- 1 Life is like a jar of jalapeno peppers. What you do today might burn your ass tomorrow.

... and as someone recently said to me ...
don't worry about old age; it doesn't last that long!



DIARY DATES

Next club night: 8 April, 7.30pm

Next committee meeting: 13 April, 5.30pm

RVVCC Events 2015

DATE	WHAT	DETAILS
12 April 2015	Night Run	Set by Andy and Mary
22 April 2015	Mid Weekers	
17 May 2015	Club Run	Shed view and a wander through rural area
20 May 2015	Mid Weekers	
17 June 2015	Mid Weekers	
22 July 2015	Mid Weekers	

Other Club Events 2015

DATE	WHAT
3-6 April 2015	Commercial Rally, Fielding. P.N.V.C.C.
30-31 May	Double Fifty, Waikato

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

Change of Midweek Organiser

First I want to take this opportunity to thank Rocky and Rebecca on behalf of all those that have participated in the mid-week runs over the last three years for the great job they have done, it is going to be a hard act to follow but unfortunately all good things come to an end. Thank you to Rocky and Rebecca.

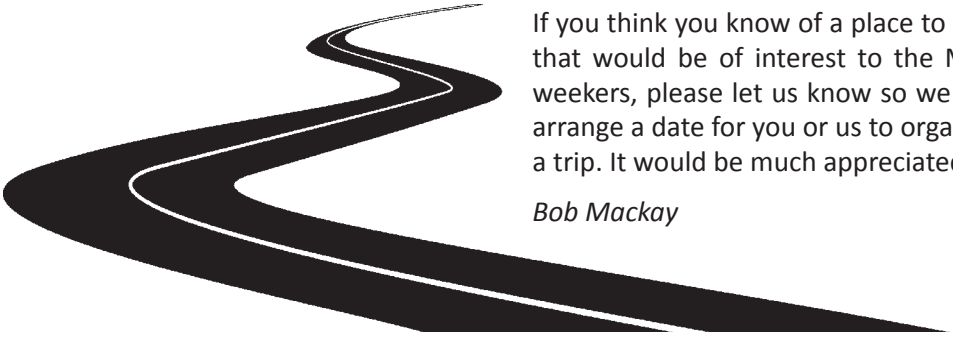
I have agreed on behalf of Pat and myself to take over the organising of the monthly mid-week run, we have a few ideas and are working hard to come up with an interesting programme so please forward your suggestions. We have already found it is not just the ideas but also putting them into practice, having realised that entry fees to many points of interest can be expensive. One thing that we initially overlooked was other commitments that we have, which revolve round school holidays, for this reason the midweek run may not always be on the third Wednesday of each month, it may be on an alternative Wednesday; check the Side Curtains.

Subject to interest we hope to continue the Spring Tour, presently we are looking at a tour of Taranaki via the Forgotten Highway.

We aim to keep the programme diverse, fun and friendly, some runs are likely to be short, while others maybe much longer. If you have any suggestions of places to go or things to do, along with constructive suggestions bring them along, but remember if you just feel in the mood to upset some one, don't pick me as I am not good at being PC or diplomatic.

Bob Mackay

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.

Bob Mackay

Club Night

Wednesday 8 April

The car on display will be a mystery and our guest speaker is a mystery.

Mid Weekers

Wednesday 22 April

Meet at the club rooms for morning tea at 10am. We will then head to the Kawerau area to visit a packhouse/feijoa orchard which also has a small handicraft shop attached. Cash will be required if you wish to shop for handicrafts or fruit (no eftpos). We will then visit a garden which has a collection of various interesting models, including an extensive model railway, and drones. We will have our picnic lunch here.

There will be a \$10/head admission fee and while I have not viewed this venue, I am told it is well worth a visit. Remember to bring a picnic lunch, thermos flask and cash.

Bob (mb 021-595185)

Event Helper

The event helper is going to be used on all club runs, and it is up to you or your navigator to make sure that your name, navigators name and your vehicle make and year are registered. If your name is not on this Event Helper, then no points will be given to you, and you will not appear in the participants in the Side Curtains.

EVENT HELPER	
EVENT.....	
ORGANISER	
DATE	WEATHER.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....
ENTRANTS.....	CAR.....

The Night Run

(Dawn Breaker)

Sunday 12 April

Meet at the Club Rooms at 6:00am for an early morning run followed by brunch at the Club Rooms, \$5 a head.

The run will be approx 50 miles through town and country roads with easy to follow instructions. No straight line navigation.

For catering please phone me on 357 5656 if you are coming.

Andy

Notice of Annual General Meeting

The Annual General Meeting will be held 13 May 2015.

The Agenda is:

- Apologies
- Minutes of last years AGM
 - Chairman's Report
 - Financial Report
- Election of Officers and committee
 - General Business

REMEMBER, only financial members may vote. The following positions need to be filled: **Chairman, Dep. Chairman, Treasurer, and Magazine Editor**. 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 31 and 32 in this magazine.

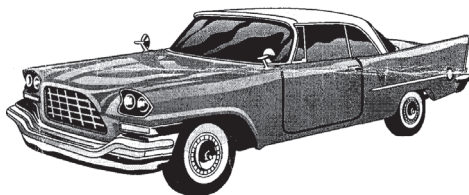
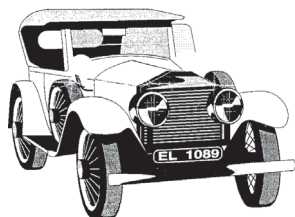


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FOR SITE ENQUIRIES

Neville Harper Ph: 07 348 2412 Mobile: 027 494 7249 Email: daharpers@gmail.com

Car Show Enquiries ph: Bob Mackay ph 07 332 3849 Email: bob.mackay@clear.net.co.nz

Website: www.rotoruvintagecarclub.org.nz

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APRIL 12
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CONTACT

CHRIS CURTIS 07 8273 156

TR Register New Zealand Annual Weekend Marlborough

Last month Rebecca and I joined 144 fellow TR members, in our 74 cars for the Annual National TR register weekend held this year in Blenheim.

The tour started with registration and a barbeque on Thursday night. Unfortunately the ferry was running two hours late so we missed out on tea, not a good start.

The Friday saw us all parked up for the day at Peter Jackson's aircraft museum at Omaka for judging of various classes from Concurs to pride of ownership. Some members spent the day at the museum, whereas we chose the bus to Picton to view the aquarium and enjoy a rest day as we had been through the aircraft museum recently. This was followed with dinner at the Clubs of Blenheim.

The next two days were all about driving, with great roads, good company and great food. We finished up at a winery for Sunday lunch and farewell speeches. All in all it was a great trip, great company and great cars.

It has been said before that everybody at some stage of their life should be given the opportunity to drive a TR (you will have to buy one first). As owners we are proud to be the custodians of our TR6.

The TR register has a maintained record of all TRs in New Zealand. This document is available to each member or prospective member looking to invest in a TR.

The Triumph TR started as the TR 2 in 1952 and ran right through to the TR8 model into the early 80's. The TR is well known as one of the great British Sports cars.

The TR register was formed in New Zealand in 1975 (40 years ago) and has since grown considerably. It is a well organised club, run by enthusiastic volunteers with a membership of over 300 in New Zealand.

It is astounding how just one model of the Triumph range has such a strong following in a relatively small country. There were also representatives from the UK TR register and the Australian TR register at the meeting.

Each year at the Nationals there is an hour long Forum for open discussion on where the club is heading, how to keep it going, how to attract younger members etc, etc.

I found it very interesting that the main topic programmed for discussion was the concern over accumulation of funds. The club has accumulated a small amount of funds over the years from membership (\$40 joint membership) and spare parts sales, yet it only needs to keep a relatively small balance to operate, so various measures were considered to soak up some of the unnecessary accumulation of funds.

As the club runs a full TR spare parts service which has been making a small profit, they are now looking at selling the parts at cost as one of the options to reduce funds accumulating.

The second programmed topic was health and safety or work place NZ. Scary stuff, to say the least, when it comes to organised events. As from 1st October things get a lot tougher evidently, and those organising events will apparently have to be employed, and to have completed some kind of course to be eligible to run an event and be responsible for any mishaps or wrong doings, as circumstances could be life changing to individuals or club members in the advent of an accident. The TR register intends getting a lawyer's advice on this matter.

A lot of thought will have to be put into this by all car clubs and others, nobody seems to know exactly what the changes are going to be other than the fact that they will come down very hard on any wrong doings. (See page 28 for more about this.)

As for attracting more younger members, every club talks about it but you cannot make it happen. We all like the cars we grew up with and that will never change.

When making a trip south it is always a little bit of a worry being on the wrong side of Cook Straight in an old car. Sure enough on our last day in Blenheim the overdrive decided it was not going to work properly, would change down on its own under load and freewheel on deceleration. I checked for obvious signs such as loss of oil but all looked ok. Within minutes of us stopping, 15 other TRs stopped and of course as usual every one of them had a different opinion as to what was wrong. So from now on each leg of the journey was being made with no overdrive, which is fine and still only 3000rpm at 100kph, but the mind kept wondering if anything was getting chewed up in the gearbox. It was a relief to get back to Wellington. We carried on home with no problems apart from the car developing a misfire just south of Taupo, but once again we just carried on home mainly on five cylinders thinking it was just a spark plug. But no, all electrics were fine; it turned out to be a leaking injector. Very simple injectors just blow them out with compressed air; problem solved.

As for the overdrive, I was pleased when draining the oil the next day to see that the oil was like new, so I read all the fault diagnosis for overdrive and all those symptoms pointed to adjustment only. One of the TR owners said he had the same problem once and it was just a stone stuck in the mechanism. I now put it down to the fact that we were on seal chip and that a stone must have been caught in the mechanism, because it now works fine and I haven't done a thing to it.

After reading Andy Watson's article about excellent assistance from the AA we have now renewed our AA membership after letting it lapse for many years.

All in all a great trip, and even though we had two rest days we still averaged 200miles a day on the four driving days; no wonder I felt a little weary for a few days afterwards.

Rocky



The Chairman's Run to the Roycroft Trophy Race Meeting

Sunday 15 March

As seen through the eyes of Horowhenua Vintage Machinery member Rod McLeod.

Andy invited me up to Rotorua to help insulate under the floor of their home before the winter frosts kicked in. He made the trip sound pretty attractive with talk of two and four wheel vintage machinery on display at some place out of Hamilton.

So Sunday morning we up early to catch the bus. The bus was really easy to catch because it came right to his place well before 7am. A very comfy 16 seater with a very considerate driver Peter.

We arrived at Hampton Downs before the gates had officially opened and were briefly delayed by three pesky Citroens. For some reason, possibly to do with a certain Bugatti, the French had taken over the running of the weekend and part of the welcome ceremony included a Gendarme waving his baguette truncheon threatenly at us.

The whole day just got better after that. The “vintage machinery” that Andy had referred to was a spectacle of Vintage and pre-1960 Historic motor racing ranging from a 1899 Locomobile to almost brand new replica veteran and vintage bikes, a trike and cars. All the machinery was in the pit garages or out on the skid pan where we were welcome to browse and ask intelligent questions of the enthusiastic owners/drivers/riders/crew. Some people even asked daft questions (but they were not from our bus). It was a real privilege to be able to see this machinery up close and learn how clever people modified/alterd/tweaked machinery from the era to produce more power.

For “legal” reasons the motorcycles were not racing, just running demonstrations. Well, if that’s just demonstrating, those guys must have steel balls in their bearings, to go even faster on race days. Magnificent sights and sounds.

Cars were raced mostly over 7 laps in categories: Pre 1960 Formula Juniors (Lotus, Cooper etc), Pre 1960 Saloons (from plucky Standard 10 to Mk7 Jag), Pre 1960 Sports and Single seaters (Bucklers well represented) and Pre 1945 Vintage Sports Cars (Austin 7 Specials the favourites).

To see these cars fair fly around the track then be able stand near enough in the pits after the race, as they and driver cooled down, was not far off being in the race myself. Fantastic.

Thanks to Sulphur City VCC for the great day.

Snippets: Michael sweetening the homeward journey with board-the-bus treats. Cliff sharing his mechanical skills and knowledge on how to adjust a Toyota bus auto trans. (Ask him for the secret). Carol trying to secretly buy a race-side apartment. All good fun.

Those who took part were:

Wyn & Evan Dorrington
 Adelai & Bill Skelton
 Terry & Sandra Fitzpatrick
 Neville & Carol Harper
 Cliff Wickham & Wayne Parkinson
 Michael Thorne
 Reg, Ross and Grandson Munro
 Andy Watson & Rod McLeod

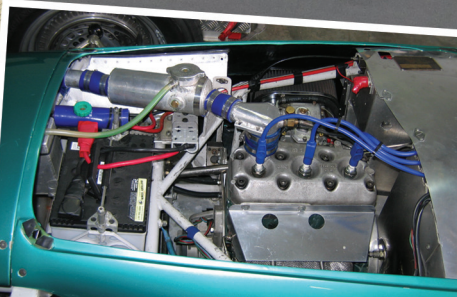
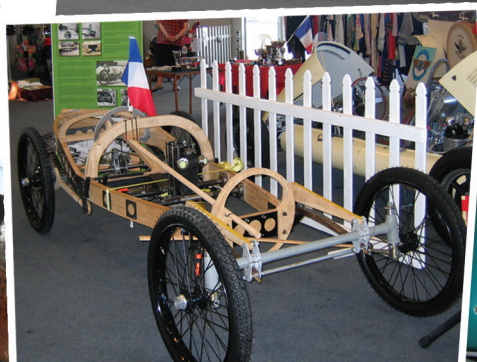
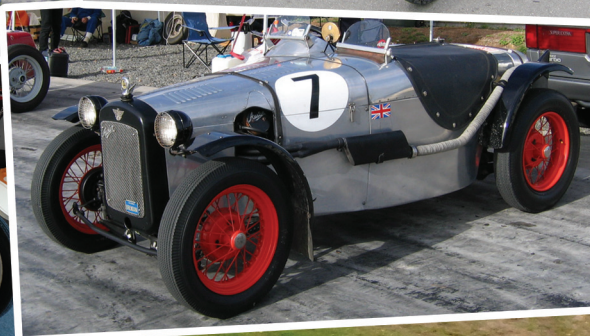
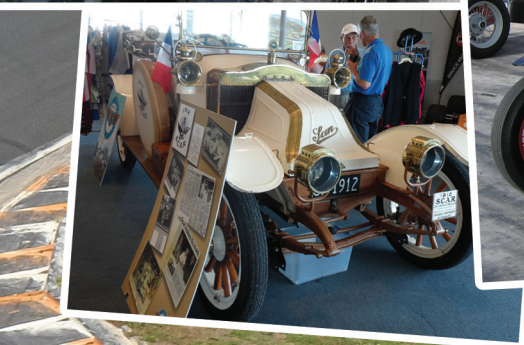


The funny thing was that all the tickets were made out to Des Brunton, was this an effort to gain points for the year??



Roycroft Trophy Race Meeting





Fuel Duel – Mineral Fuels vs. Bio-Blends

You might think one tank of gas is the same as any other and that a cheaper brand will save you money, but a recent test by the AA shows that not all fuels are created equal and the lowest price is not necessarily the lowest cost in the long run.

In part one of a two-part story, we look at how biofuel-blended petrol compares to pure mineral petrol.

Most service stations in New Zealand sell mineral fuel, which is wholly derived from crude oil – or fossil fuel. But Gull has, for the past five years, pioneered the sale of ethanol-blended petrol at its 48 service stations throughout much of the North Island. Gull sells a 98-octane E10 blend at all of its service stations, and a 91 octane E10 blend at 15 locations, predominantly Auckland and Waikato. They also retail an E85 blend in Hamilton. (E10 means 10% of a litre of fuel contains ethanol, a renewable, or biofuel.)

Further down the North Island, Mobil sells E3 91 octane and E10 98 octane ethanol blends at selected service stations in the greater Wellington region.

Biofuels are becoming increasingly popular throughout the world because they have low carbon emissions and they help reduce our dependence on finite mineral resources. Critically, New Zealand biofuels are sustainably sourced from by-products of agriculture, like whey, tallow and cereal break crops.

As desirable as biofuels are, not all cars can use them (see p.45), but perhaps less well known is that ethanol contains less energy than mineral petrol. A litre of ethanol contains about 67% of the energy of a litre of mineral petrol, which means you will consume more biofuel to travel the same distance. So, a litre of 10% ethanol-petrol blend contains about 96.7% of the energy of a litre of conventional mineral fuel, meaning you could expect to consume about three percent more fuel.

It's not all bad news though. Bioethanol contains more oxygen, so the fuel will burn better and performance may be improved. And, because ethanol blends have a lower energy content, they are priced slightly lower at the pump. Gull's biofuel prices are typically two to five cents per litre less than mineral brands, depending on octane rating.

Biofuels are also exempt from fuel tax, which saves about five cents per litre for an E10 blend. As pure ethanol costs more than petrol on an equivalent energy basis, the tax break helps keep the cost of ethanol-blended fuel competitive.

The AA wanted to know if, in fact, you do get less mileage from biofuels and, if so, whether it costs more to run your car on biofuel blends allowing for the lower retail price.

We ran a car on 15 litres of mineral 91 octane petrol to measure its fuel consumption and then, when empty, we repeated the exercise on 15 litres of Gull's Regular Plus E10 91 octane blend. At the time of the test 91 mineral fuel cost \$2.08 a litre, while Gull's 91 E10 was five cents less at \$2.03 a litre.

Our test car, a 2007 Honda Civic 2.0S sedan, travelled exactly 205 kilometres on 15 litres of mineral fuel. In economy-speak, that's 7.32 litres per 100km or 13.66km per litre. On Gull's biofuel blend, the same car on the same day (see table below) managed 190km on 15 litres, 15km less, for an average economy figure of 7.89 litres per 100km (8% more), or 12.66km per litre. There was no noticeable difference in performance between either fuel.

The 15 litres of mineral fuel cost us slightly more – \$31.18 to Gull's \$30.43 – but it got us further, so how do the costs compare?

The AA estimates the average Kiwi motorist travels about 14,000km a year. If the Civic driver used only 91 octane mineral fuel, they could expect to consume just under 1025 litres over that distance, at a total cost of \$2130, assuming the fuel price remained unchanged.

While Gull's E10 fuel cost five cents per litre less, if the same driver only filled up with the biofuel, they would use just over 1104 litres at a cost of \$2241. That's 80 litres more a year and an extra \$110, or 10 cents per litre more than mineral 91.

The AA calculates that Gull's ethanol-blended fuel would need to be 15 cents per litre cheaper than mineral fuel for the net fuel cost to break even. On these numbers, we estimate users of Mobil's E3 blend would consume an extra 24 litres a year, at an additional cost of \$30 or three cents a litre when retailed for two cents per litre less than mineral 91 octane.

The extra cost may put some people off using biofuels, but many motorists might be quite comfortable paying a little more in order to do their bit to help reduce CO2 emissions and support renewable energy. The AA thinks it's proper that Gull and Mobil sells its biofuel at a lower price than competitors, given the reduced fuel consumption proven by our test. But, a two cent per litre saving is not enough considering the tax break biofuel gets; at current commodity prices the AA calculates that 91 E10 should retail for about six cents per litre less.

BIO-CHECK

Check our list of biofuel-compatible cars and motorcycles on Petrol Watch to see if your vehicle can run on biofuel blends. The list only applies to vehicles sold new in New Zealand and not used imports. For the vast majority of Japanese used imports, manufacturers state that they can safely use an ethanol blend up to three percent (E3), although some later models (2006 onwards) may be suitable for ethanol blends up to 10% (E10). If unsure of vehicle compatibility, we recommend you consult the owners' handbook or vehicle manufacturers' website.

The AA recommends that ethanol-blended fuel not be used for marine and aviation purposes, and that you contact manufacturers or retailers of small machinery prior to using ethanol-blended fuel in lawnmowers, chainsaws and generators.

	91 Mineral	Gull 91 E10	difference (A-B)
Price/litre	\$2.079	\$2.029	\$0.05
x 15 litres	\$31.185	\$30.435	\$0.75
Distance travelled (km)	205	190	15
Km per litre	13.66	12.66	1
Litres/100km	7.32	7.89	-0.57
Litres per annum (14,000km)	1024.8	1104.6	-79.8
Cost per annum	\$2,130.56	\$2,241.23	-\$110.67

TEST DETAILS

The test was performed on the same day in mid-December in fine weather with little wind and a damp track, which may have led to slightly more conservative driving. The test car had two occupants, who swapped driving duties halfway through the set route, with the same driver performing the same section of the route on each test. Normal day-to-day driving was practised, with no effort to coast or skip gears to further improve economy, nor was the engine revved hard or held in gear, and sharp acceleration or braking was avoided. The windows were kept closed and the air conditioning was on, with the headlights off.

A typical 2.0 litre 4-cylinder car could expect to travel at least 180km on 15 litres of fuel, so a 180km route was devised, which took in a mix of urban driving, twisting rural back roads, and motorway driving. The route began and ended at Pukekohe race track, with the final 30km section on the race track, so that the car had a safe place to run out of fuel. Although the track speeds varied from 40km/h corners to fast straights, the driver observed the open road speed limit on the fast sections, at times reaching an indicated 105km/h on the back straight.

To start the test, the car was run on the race track until it ran out of fuel and juddered to a halt. It was then restarted – as there can often be residual fuel in the system – until the engine would no longer fire. It was then filled up with a measured 15 litres of the test fuel from a container. The car's trip meter was zeroed and the test commenced on public roads.

Reported by Mark Stockdale for our AA Directions Summer 2014 issue

Fuel Duel 2

For almost as long as the car has existed, motorists have had the choice of more than one grade of fuel on which to run it. Historically, these grades have been ‘regular’ and ‘premium’ which, nowadays, represent 91 and 95 octane respectively, but since 2000 there has also been a third grade of petrol – 98 octane – available in New Zealand.

The most common grade is 91 octane, which makes up nearly 80% of all our petrol sales. Unsurprisingly, all service stations sell it. But not all cars are designed to run on the low-octane fuel, so every Caltex, Challenge and Z station, and most G.A.S, supermarket and

unbranded sites sell 95 octane. So, too, do BP and Mobil, but not everywhere. At many BP and some Mobil service stations, and at all Gull sites, they offer a 98 octane grade instead of 95. In Gull's case, the 98 grade is an E10 bioethanol-mineral blend, as it is at five Mobil sites in the greater Wellington region. Of the 280 BP stations nationwide, 99 sell 98 octane, while 31 of Mobil's 190 sites sell 98 octane mineral fuel (in the North Island only).

The 'premium' (or 'super') moniker associated with high-octane fuels suggests a superior product that might translate to better performance or value for money but, in reality, all fuels retailed in New Zealand must meet a similar specification which is amongst the most stringent in the world. The Consumer Affairs unit of the Ministry of Business, Innovation and Employment randomly tests fuels to confirm they meet that standard. High-octane mineral fuels do have marginally higher energy levels than lower grades, so fuel economy may improve slightly. They also typically contain more additives designed to reduce carbon deposits and burn cleaner, although the type and amount of additives in the fuel varies between fuel companies.

Higher octane fuels also cost more. Today, the differential between each mineral grade is eight cents per litre (less for bioethanol blends). That means 98 octane typically costs 16 cents per litre more than 91 octane, and eight cents more than 95. Not so long ago, the differential was only four cents per litre, but rising production costs for high-octane fuels have widened that gap. Unfortunately for motorists, it's often unclear which 'premium' fuel (95 or 98 octane) is sold at which service station, as retailers are not required to display the price on the price board – only at the pump. On occasion, that means some motorists may unintentionally spend an extra eight cents per litre buying a higher octane fuel than the one they actually need.

With motorists keen to manage rising fuel costs, the AA wanted to understand whether the higher octane fuels are worth the extra money when used in a car configured to run on a lower grade.

So, why have different fuels? The octane rating relates to the engines' compression ratio, which determines the amount of compression the fuel can handle before it ignites. The higher the octane number, the more compression the fuel can withstand before detonating. Broadly speaking, fuels with a higher octane rating are used in high-compression engines which have higher performance.

In Europe, 95 and 98 octane are the two most common grades; in Japan it's, 91 and 96/98 octane. In the USA, the fuel grades range between 87-91 octane. Australia mostly uses 91 or 95 octane.

A 2005 assessment estimated that 95% of New Zealand's cars could operate on 95 octane or less, while 4% of vehicles may benefit from a higher octane fuel, but less than 1% actually require a fuel grade above 95 octane. Few modern vehicles need 98 octane; a small number of older or classic cars do, although many of those can operate happily on 95 octane, with an engine detune.

To see if there was any difference in economy, we ran a car designed to use 91 octane on 15 litres of that grade to measure its fuel consumption and then, when the car had completely run out of fuel and wouldn't re-start, we refilled it with 15 litres of 95 octane and repeated the route until it too ran out. Our expectation was that, as higher octane fuels contain marginally more energy, there would be a slight improvement. As this was an economy test only, we did not measure performance improvements that motorists may experience with higher octane fuels.

On the day of the test, our test car, a 2010 Suzuki Swift 1.5, travelled 247km on the 91 octane petrol. That's the equivalent of 6.07 litres per 100km, or 16.46km per litre (see table). On the 95 octane blend, the same car on the same day travelled 256km, or nine kilometres more, for an average economy of 5.86 litres per 100km (3.5% less), or just over 17km per litre.

That's an improvement on the higher octane fuel, but it costs eight cents per litre more, so how do the costs really compare over a year? For a typical Kiwi motorist travelling 14,000km per year, we estimate the Suzuki driver would consume 850 litres of 91 octane at a total annual cost of \$1699, assuming a fixed price of \$2.00 a litre for ease of comparison.

If the same driver only used 95 octane, they'd consume 820 litres, at a total cost of \$1705 a year. While that's 30 litres less, the cost is \$6.86 more. Although negligible, our test results suggest motorists would receive little or no financial gain by using 95 octane in a car configured to run on 91, despite the improvement in economy.

The next test ran a 2011 Subaru Impreza WRX, designed to use a minimum 95 octane, on 15 litres of that grade until it too ran out, and then the exercise was repeated on 98 octane. On the 95 octane the Subaru travelled 170km, for a fuel economy rating of 8.82 litres per 100km, or 11.33km per litre. On 98 octane it travelled 171km, for a 0.57% improvement in economy.

Over 14,000km the Subaru driver would consume 1235 litres of 95 octane petrol at a total cost of \$2567 a year, assuming a price of \$2.08 a litre. On the pricier 98 octane, they'd consume 1228 litres – just seven litres less – at a total annual cost of \$2651, or \$84 more. These results suggest that the owner of a car optimized to run on 95 octane would receive no financial benefit from using 98 octane.

Because a vehicle's octane rating is not always known, the AA is asking Consumer Affairs to amend the Motor Vehicle Sales Act to require octane ratings to be published on the vehicle's Consumer Information Notice. This data could also be printed on a sticker inside a vehicle's fuel filler flap.

Presently, dealers are required to inform prospective buyers of the radio receiver capability, since domestic Japanese car stereos are not compatible with New Zealand's FM bandwidth. Given the low price of car stereos these days, the potential cost to Kiwi motorists of using the wrong premium fuel (when some might not need premium at all) could be far more than the cost of a car stereo during their ownership – and, collectively, millions of dollars. The

AA thinks if it's considered important enough to record car stereo capability, then providing octane ratings should be mandatory.

As for motorists identifying which grade of petrol they are buying, the AA wants service stations to display the price of all fuels they sell on the price board. We say their main reason for being in business is to sell fuel, so the price of those core products should be clearly displayed to help motorists choose and to encourage competition between sites. The AA will also lobby to regulate fuel price boards.

In the meantime, the AA advises motorists to check the grade and price at the pump. If the premium fuel costs over eight cents per litre more than 91 octane, it signifies 98 octane fuel.

As for that price differential, the AA says eight cents per litre is too much. Our monitoring of commodity prices suggests 95 octane should retail for about five cents per litre more than 91 octane.

Which fuel?

If you're not sure of your vehicle's correct octane, check the owner's manual or ask the manufacturer or dealer. It's harder to verify for used cars, especially imports, so it's not uncommon for used car dealers to advise buyers to use 95 octane as a default option, even though most Japanese cars are designed to use

91 octane. That's good advice, because using a lower grade petrol than that recommended by the manufacturer risks long-term damage to the engine of older cars, whereas there is no harm in using a higher grade than specified.

However, advanced fuel and ignition management systems in late-model vehicles will compensate for a lower octane fuel to prevent engine damage.

Irrespective of price, the AA strongly advises against using a lower octane fuel than that recommended by the vehicle manufacturer and, if in doubt, to use a higher grade.

	2010 Suzuki Swift GLX			2011 Subaru Impreza WRX		
	91	95	difference (91-95)	95	98	difference (95-98)
Price/litre	\$1.999	\$2.079	-\$0.08	\$2.079	\$2.159	-\$0.08
x 15 litres	\$29.985	\$31.185	-\$1.30	\$31.185	\$32.385	-\$1.20
Distance travelled (km)	247	256	-9	170	171	-1
Km per litre	16.46	17.06	-0.6	11.33	11.4	-0.07
Litres per annum (14,000km)	849.8	820.4	29.4	1234.8	1227.8	0.05
Litres	849.8	820.4	29.4	1234.8	1227.8	7
Cost per annum	\$1,698.75	\$1,705.61	-\$6.86	\$2,567.15	\$2,657.15	-\$83.67

Reported by Mark Stockdale for our AA Directions Summer 2014 issue

The Lycoming Special

PART TWO: LIFE AFTER DEATH

It is believed that Don Peddie had purchased the car from Jim Boyd by way of an exchange for a Jaguar XK 120. The Lycoming was raced at Tahunanui Beach races on many occasions but suffered from handling and overheating problems, the car then fell into a state of disrepair.

During Don Peddie's ownership, Keith Thompson of Tuatapere, a man with a strong love of NZ racing car history, arranged to borrow the remains of the car in order to create a replica. When he travelled to the Peddie farm at Dunback to pick up the car, he found that all the components were in a paddock scattered along a macrocarpa shelter belt, many of the items were partly buried due to farm animals and fallen foliage.

The car languished for many years with no progress at Thompsons and was returned to Don Peddie who started negotiations to sell the car to Lindsay Neilsen. It was at this point that Ralph Smith became involved as the result of a tragedy, where Neilsen, a good friend, lost his life in a car versus train accident.

Ralph and friend Graeme Currie went to Amberley about 1981/82 where the pieces of the body in graveyard condition were propped up with a tyre in each corner in an attempt to show what it looked like. There were several tea chests of parts stacked around the garage. A price was settled on and a trailer was loaded for the trip to Dunedin with the remaining parts transported down by Don Peddie in his horse float.

Ralph's main concern was how he would convince his wife that this was actually a sports car and NZ's most historic car to boot!

With all the parts under one roof, the first job was to sort these out into groups i.e. engine, gearbox, suspension etc, and then select which were useable, spares, or to be discarded.

At this stage he contacted both Ralph Watson and Jim Boyd for advice to help in the restoration as there were no manuals to go by. Both were very helpful with Jim Boyd telling him that he had many spares for the engine and final drive that he was prepared to sell for a considerable sum, Ralph duly purchased these spares.

A complete engine had to be built and Ralph Watson was very forthcoming with information as to what was required. The engine is mounted in an inverted position

and back to front, and required the crankshaft to be modified for oil drainage so as to work as a dry sump. Valve timing has been altered and a unique special fuel injection system was fitted which was designed and built by Ralph Watson.

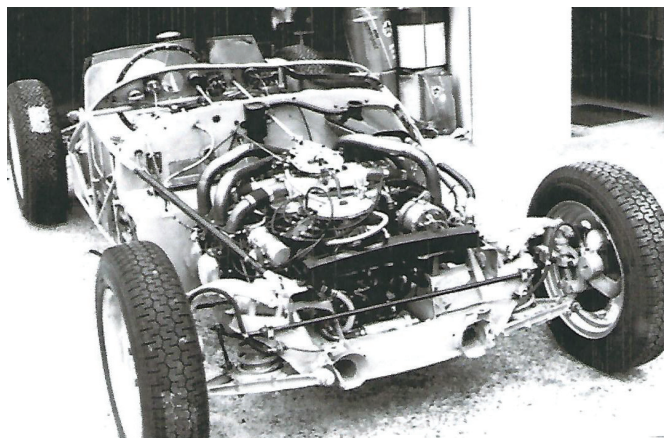
The alloy body restoration was entrusted to Ray Larson of Queenstown, who with his expertise was able to retain the complete tail section and body as built by Ralph Watson.

The 1984 Dunedin street race was the target for the first public outing and it was hoped to have teething problems sorted with some testing. Jim Boyd came to Dunedin and a road test took place up the Outram to Middlemarch road after first checking that the local constabulary would not be in the area as they had some noisy business to attend to. The test showed that the car had a flat spot at mid revs and had a tendency to jump out of 2nd gear, requiring the gearbox to come out for attention. The flat spot was improved by altering the mixture.

In the first race for the Lycoming since 1971, Ralph started from the second row on the grid, but as a result of the enormous torque, he was in front into the first 90 degree left hand corner and almost took out the lamp post on the right hand side of the road. Ralph was so far in front by the second lap and as he couldn't see any other cars he thought the race must have been stopped and slowed down only to be overtaken by an Australian driver in a Lotus 15. At this stage he was having overheating problems with the oil at 110 degrees c and the cylinder heads temp at 300 degrees as well as the brakes not releasing properly.

The Lycoming has not had many mechanical problems over the years, the most being from the gearbox which is a Warner T 86D from a 1941 Studebaker Commander with the gears specially built by Ralph Watson to provide stepped gearing because of the low revs of the engine. Engine problems have been mostly getting the fuel mixture right and spark plug fouling which was fixed by fitting twin contact plugs.

Terry & Sandra Fitzpatrick



The Lycoming feeling much better, but needing its clothes.

My First Car

Car ownership for me started in 1949 with a brand new car! It had rack and pinion steering, coil front springs and was built by my dad. I pedalled it on what little flat land was around our house, but for many miles on the footpaths of Oriental Bay and the Botanical Gardens. It has served a niece and nephew and our sons, and now waits for our toddler grandchildren to grow big enough to drive it.

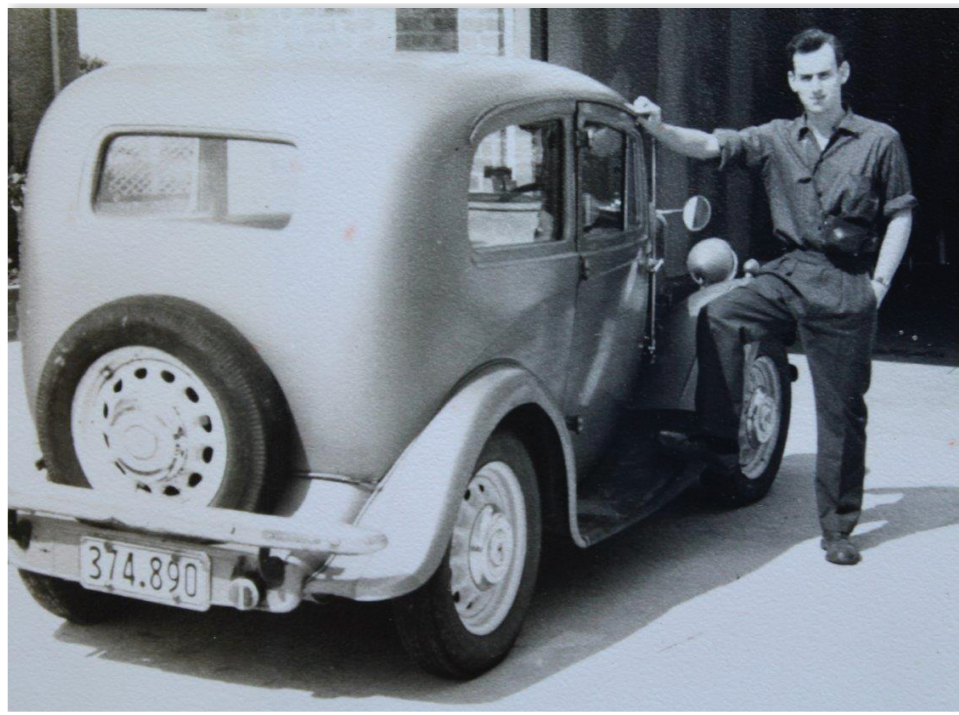


My first real car, in 1963, was a 1937 Morris Eight Series I bought for 90 pounds (50 pounds borrowed from Dad) from a slightly older fellow who was graduating to a Wolseley 6/80, and it had 54403 miles on its clock. Yes, I know the photo shows a single colour scheme (metallic blue!), steel wheels rather than wire and not shown is the Series II slatted grille. It had Ford 8 headlights which actually made the night road darker, and plated bumpers also from a Ford. From a scrapped Morris Eight came Lucas 7 inch lamp conversions which were a big improvement.

In the one year I owned it I did 5819 miles, with first a trip from Rotorua to Auckland (4 ½ hours, average speed 34 mph, 37 mpg and ½ pint of oil.) More ambitious was a trip to Wanganui and Wellington one week, with similar speeds and fuel consumption. Over all it averaged 31mpg and 200 miles per pint of oil.

The car did need some work. Dad had been the foreman of the Dominion Motors engine overhaul workshop in Wellington before World War 2 so he knew his way around Morris Eights. From him I learned quite a lot about car maintenance as we worked on valve grinding, fitting new piston rings, bearings, brake shoes, hand-brake cables, and fixed radiator leaks and fuel pumps and more.

After that year I paid Dad his 50 pounds, had saved some money and was ready to move up to a Morris Minor. Then there was a Humber 80, followed by a 2-year old Morris 1100, the youngest car I have ever owned. In 1969 came my Vanden Plas Princess 1100, and a Holden EH Premier Station wagon in 1972 which I used for



a year for towing my runabout boat before buying my Triumph 2000 in 1973. That was it until 1995 when we took a foray into modern cars with a 10 year old Rover 3500 Vanden Plas. That car's never-ending catalogue of faults (British Leyland's lack of quality control the main cause?) put us off modern cars and we went back to Triumphs, with the present 2500TC and later a 2000TC. A more recent foray into modern car ownership in 2009 with a 10 year old Honda Accord V6 has been much more successful.

And after all that I still look at Morris Eights with affection and wonder where I could find room for one.

By Ronald Mayes

Share the story of your first car, relive your youth and preserve your memories in our club magazine.

Contact the Editor for further information about how you can contribute to your magazine.

HEALTH & SAFETY REGULATIONS PROPOSAL 2015

Concerns about the implications of the draft provisions

'Not- for- Profit' Clubs and their volunteers need to take heed and respond!

Reforms of our health and safety laws currently before Parliament will make Vintage Car Clubs and most other motoring clubs subject to the same rules and requirements imposed on business workplaces.

The NZFOMC Secretary recently reported that a member club had requested advice on the likely impact of the new Health and Safety Regulations being drafted at present by the Ministry for Business, Innovation and Employment. It is expected that these will come into force in the latter half of this year. The regulations are modelled on similar Australian legislation and effectively broaden the responsibilities for the health and safety of workers so they potentially impact on work being undertaken by volunteers within clubs and organisations such as our vintage car clubs and most other affiliated motoring clubs.

The term "Employer" has been substituted by the term "Person Conducting a Business or Undertaking" (PCBU), and this definition is deliberately broad so that it incorporates persons overseeing or co-ordinating work efforts being carried out by other persons whether or not in a paid or voluntary capacity.

Under Clause 13 of the Bill "voluntary associations" are not included as PCBUs, but only where "none of the volunteers, whether alone or jointly with any other

volunteers, employs any person to carry out work for the volunteer association". Effectively, this means that a Vintage Car Club branch could render itself subject to the proposed legislation and subject to court action and fines if one of its members organises, coordinates or oversees the efforts of another member while both are acting voluntarily in the interests of the branch and something goes amiss or even has the potential to go amiss.

Bear in mind that the term "employ" can be defined simply as "to use the services of". Advice received from WorkSafe NZ is that all clubs or associations, for whom volunteers perform tasks such as managing sales of spare parts, editing the club magazine, or collecting admission charges at an event, will then become PCBUs and will be subject to the provisions of the new Act. Under Clause 14 the meaning of "worker" now includes "volunteer".

Under the Act, personnel of PCBUs will be required to ensure they have appropriate health and safety policies in place, consult with their workers or "volunteers" to identify, minimise or eliminate accident risks, monitor perceived dangers and risks, keep records of "notifiable events", maintain an up-to-date knowledge of health and safety matters, and exercise due diligence to ensure their club complies with all of its obligations; This is with

respect to any occurrence, not just with a motoring event.

The PCBU's themselves could be Club Captains, Gymkhana Organisers, Rally Directors, Chief Marshals, persons in charge of manned checks, designated sub-committee members, the person in charge of the cups of tea and the scones, etc.

The concept of exercising due care in all facets of work, voluntary or otherwise, is not a bad thing in essence. Common sense and precautionary measures play a major part. The vulnerability of clubs will be exposed, however, when there has been cause to carry out an investigation into determining whether or not the health and safety of a member, or even a non member for that matter, could have been at risk in some way, or when something has actually gone amiss. Generally, things don't go amiss, but, if and when they do, the proposed new regulations are not only concerned with the actual real outcomes but possibly also with the worst case scenario outcomes that could have arisen.

A responsible, systematic and documented approach to risk management is going to become important. Getting an electrician to stick a label on an appliance that says "Passed Inspection until (due date)" is only a small part of a much bigger picture. However, if insurance policies are likely to be deemed void by not doing so, then clubs may be inclined to attend to such things. This very example has been raised.

At least two factors may influence the degree of change in attitude as a result of the proposed new regulations and definitions;

1. The extent to which clubs want to buy into the concept of health and safety applying to their volunteers and their

routine activities. Some clubs may simply proceed to act in the way they always have done; the way to which they are accustomed. i.e. ignore change completely. [Note that this stance is not indicative that negligence currently exists or is condoned in any way.]

2. The extent to which the authorities consider the new regulations shall be applied to voluntary organisations and not-for-profit incorporated societies or clubs like motoring clubs for example, and the degree and frequency of enforcement of the provisions and meting out of penalties where health and safety issues arise or may have been compromised.

The proposed broader definitions of "work" and "worker" and the shift from the "employer" concept to the "PCBU" concept clearly indicate a need for concern.

Is the whole regime of proposed new Health & Safety Regulations and its associated exposure to litigation going to cause some of the most staunch and supportive volunteers in Vintage Car Club branches to pare back or withdraw their involvement? Such an outcome could have a devastating effect on the clubs.

Will clubs become "headless chickens", with no branch officers or members prepared to take on the mantle of PCBU? Will members simply "just belong", but not take any lead in organising or coordinating other volunteer members for the purpose of facilitating the very activities the clubs and societies were set up for?

In summarising, there certainly seems to be a need to seek clarification of the degree to which clubs such as our Vintage Car Club and its branches will be expected

to change their behaviours (if at all) under the proposals, and to what extent such change will facilitate or break down the social fabric and wellbeing of the clubs.

The proposed reforms are based on Australian workplace health and safety legislation which had a widespread impact on the activities of many motoring clubs across the Tasman. Some simply shut up shop and others were forced to merge to provide sufficient finance and members to meet the costs and do the work required.

Along with the redefining of the term “workers” as including unpaid volunteers, a clause in the current law which exempts sports and recreations clubs from current workplace safety laws is also being removed. However, the similar Australian legislation excludes voluntary organisations with incomes below a certain level, and which only engage the services of voluntary or charitable organisations e.g. St Johns, the local school fundraising for catering etc. Therefore, by the removal of the clause mentioned, it appears that Workplace Relations and Safety Minister Michael Woodhouse is determined that virtually all incorporated and unincorporated societies, or groups conducting any kind of activity, must have active health and safety plans, and hold frequent minuted meetings to identify and reduce or eliminate hazards.

When the Health and Safety Reform Bill becomes law, all PCBUs (persons conducting a business or undertaking) “whether for profit or not for profit”, and officers of PCBUs, will become liable for fines ranging up to \$600,000 if they fail to meet certain requirements of the new Act, or for up to 5 years imprisonment or both. WorkSafe NZ has advised the NZFOMC

that once the new provisions become law towards the end of the year, there will be a period of consultation and education to assist clubs to understand how they should meet their new obligations under the Act before the inspectorate is mobilised to enforce obedience.

The Select Committee considering submissions and recommending possible revisions to the Reform Bill was scheduled to report back to Parliament on 30 March. However, since concerns have been raised with Minister Woodhouse and several members of the Transport and Industrial Relations Select Committee, the report date has been delayed until 29 May.

This effectively means that all branches of the Vintage Car Club, together with other motoring clubs, have a couple more months in which to consider how the proposed law changes will impact on them and to formally raise any concerns with their MPs. The more individual branches that take this initiative the better. PLEASE DO THIS.

A source of much background information is the Worksafe NZ website; particularly at www.business.govt.nz/worksafe/about/reform/6-volunteers (and/7-volunteer-scenarios)

While safety should indeed always be a priority, the NZFOMC is concerned that the proposed reforms should not place such onerous burdens on the huge number of voluntary groups and clubs around New Zealand to the point where valuable community recreational activities are compromised or even effectively eliminated.

Roy Hughes, NZFOMC Secretary, and Tony Bartlett, VCC Rep. on NZFOMC Executive.



Nomination Form for AGM 13 May 2015

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 13 May 2015

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Coming Events

	DAY	WHAT	MEET	STARTING PLACE	PAGE
April	8	Club Night	7.30pm	Clubrooms	8
	12	Night Run	6.00am	Clubrooms	9
	22	Midweekers	10.00am	Clubrooms	8
May	13	Club Night	7.30pm	Clubrooms	
	17	Club Run	TBA	TBA	
	20	Midweekers	TBA	TBA	
June	10	Club Night	7.30pm	Clubrooms	
	17	Midweekers	TBA	TBA	
July	8	Club Night	7.30pm	Clubrooms	
	22	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

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.