

# SIDE CURTAINS



AUGUST  
2014



THE MAGAZINE  
OF THE  
ROTORUA  
VINTAGE  
AND VETERAN  
CAR CLUB

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



ROTORUA

### *Cover Photos*

*Top:* 1948 Ford Bonus Pickup

*Owners:* Steve de Jeu

*Lower:* 988 Panther Kallista

*Owners:* Michael Thorne

*Back Cover:* 1936 Studebaker Dictator

*Owner:* The Late Gerald Beamish-White

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 AUGUST 2014

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



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

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

**Website:** [www.rotoruvintagecarclub.org.nz](http://www.rotoruvintagecarclub.org.nz)

**Sun Alliance Agency Number:** HO 0300146

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

## OFFICERS

Patron	Bob Mowbray
Chairperson	Andy Watson
Secretary	Lois Thompson
Treasurer	Mary Watson
Club Captain	Denis Burr
Asst Club Captain:	Maurie Crowe

## COMMITTEE

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

## CONTENTS

From the Chair	2
From the Club Captains desk	3
Editor a Tad Less Stressed	3
<i>Upcoming Events</i>	
Diary Dates	4
Club Night	4
Midweekers - Whakatane	4
Club Run	4
Midweekers - Spring Tour	
Northland	5
Sulphur City Rally	6
Taking Photos for Side Curtains	6
Our Website	7
<i>Event Reports</i>	
Midweekers	
Velodrome Adventure	8
Swap Meet 2014	10
Church Ladies with Typewriters	11
The Burrs USA/Canada trip	12
Why Diesels are Different	14
Is it a fruit, is it a vegetable	17
Project Underway	17
How do Lead Acid Batteries work?	18
Australian Idiot Sightings	21
For Sale / Wanted	22
Gas Hot Water Unit	24
Eligible Vehicles	24
Historic Race Licences	24
Coming Events	25
Newsletter Contributions	25

# From the Chair



Reading the news this year you would think that the world has gone mad! What with the Malaysian Airlines woes and the idiots in the Middle East and the Balkans, living in NZ seems to have its merits. Fortunately, we only have the digressions of our MPs and the antics of a German clown to entertain us! Normally I wouldn't comment on such matters in a car magazine but you have to ask yourself, do we want these Muslim extremists to infiltrate our country?

Sorry if I've trod on any toes, you can vote me out any time you like.

In contrast to all the world's troubles, ours for the month was the weather forecast for the Swap Meet. Any other worries were temporarily on the back burner.

As you should be aware, Roger Nelson took over the Swap Meet co-ordination from Phil Menzies who had ably carried out this thankless task for at least three years.

Roger headed up the Swap Meet committee soon after our AGM in May with members Neville Harper, Terry Wadsworth and Steve de Jeu along with Mel Cooper who organised the advertising. Roger was faced with a very steep learning curve but having meaningful discussions with Phil he got on the right track. Phil had left systems and contacts in place, so as far as your average member knew, it was a seamless process. Roger must have very low blood pressure as nothing seemed to faze him. The weather forecast would have been a worry, especially on the day before. Some of us were battling Wahine type winds and rain to set up the site. (note to Steve, Cable Ties for the signs!).

The actual day dawned fine but misty. The ground was muddy in places but no one had to be towed out of the car park, unlike a couple of years ago. Gum boots were the preferred footwear although I did spy one young lady in stilettos bravely totting along. The members that faced up on the day are to be congratulated along with Roger and his committee members. We also had help from the Police, Ulysses Motor Cycle Club and The Karate Club. Without the extra help we would be struggling. Special thanks should also be given to Evan and Wyn Dorrington and Bob Mowbray for manning our Gazebo selling stuff on our behalf. I managed to sell \$120 worth of stuff with their help.

Our inner selves were well served by Doreen Green and her helpers with copious amounts of soup, coffee and eats. I don't know how they get the time to prepare it all. Thanks also to Bob MacKay, Roger Couchman, Ronald Mayes and John Kirkland for manning the Car Show. They were out of sight from most of us but had an important role.

Our bean counters Angie and Lois had to contend with the Rolls Royce Merlin engine periodically being started up below their window. To me - music!! Anyway, at the end of the day, the bank was happy with the collation. Everything balanced!

What else can I say - if you weren't part of it, well, you missed a really fun day!

*Cheers, Andy*

## From the Club Captains desk

Nothing much to report this month for the Club Captain, as the main focus has been on the Swap Meet which was co-ordinated by Roger Nelson. The day went off very well, thanks to Roger and his team.

Next month is the Sulphur City Rally with entries going well, more from Andy on this one.

Denis is now back from his holiday and is planning the September run which will be out on some country roads. More on this one from Denis next month.

*Cheers, Maurie*

## Editor a Tad Less Stressed

I must say that all of our praying efforts for a good day for our Swapmeet really paid off.

It was just a pity Saturday was so horrible, and I am sure that many sellers and buyers/spectators were put off from coming and missed a good day.

Thanks must go out to all helpers, even though a warm bed kept pulling you back.

For those of you that try to keep up with what's going on around the world, you would have seen that there were many more thousands of cars with recalls on them. It seems any new car owner will be very lucky to buy a new car and not have it recalled these days.

The winter has finally come with some very cold days, so the soft top stays up and the heater set to hot, and that means the Austin will have to stay in the shed until later in the year.

*Editor*





## DIARY DATES

Next club night: 13 August, 7.30pm

Next committee meeting: 18 August, 5.30pm

## Club Night

**Wednesday 13 August**

Car on display will be Maurie and Shirley Crowe's 1961 Vanguard Ute. Guest speaker will be Mel Cooper who will be showing a video and talking about his and Colleen's recent overseas trip.

## Mid Weekers - Whakatane

**Wednesday 20 August**

Meet at the clubrooms at 10.00am for morning tea. We will then travel to Whakatane via the coast road for lunch at the Craic Irish bar in the Whakatane Hotel, where they have reasonably priced good pub food.

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

## Club Run

**Sunday 14 September**

The next club run will be a mystery run. Meet at the Club Rooms for morning tea at 10.00am. More details next month.

*Denis*

# Midweekers Spring Tour Northland

**Tuesday 14 October to Friday 17 October**

*Start and finish will be north of Auckland.*

*Meeting in Orewa at 9am Tuesday 14 October and finishing at Matakana late afternoon Friday 17 October.*

**Day 1:** Departing at 9am, we will visit the Kauri Museum at Matakoe, then head to Opononi for the first night. (230km)

**Day 2:** Drive to Rawene, cross the Hokianga on the car ferry, then up to Ahipara via Broadwood. (145km). On to Kaitaia and surrounds then up the Karikari peninsular for the night at Whatuwhiwhi.

**Day 3:** Visit to the Mathews Museum at Auere, then south via Mangonui, Kerikeri, Paihia, Opua (130km), then car ferry across to Russell for the 3rd night.

**Day 4:** Coastal road to Whakapara, SH1 to Whangarei, and south to Waipu. We will then take the (225km) coastal and back roads to Leigh and Matakana.

For Accommodation details please contact us, early bookings will get the best choice. Look forward to hearing from you.

*Rocky and Rebecca*

*Email: [fiske@xtra.co.nz](mailto:fiske@xtra.co.nz) or phone 07-333 1883 or 021-446 486*





# Rotorua Vintage and Veteran Car Club

## SULPHUR CITY RALLY

The Rotorua Vintage Car Club cordially invites you to take part in their Annual **Sulphur City Rally** to be held on 30 August 2014.

Meet at the RVVCC Clubrooms, Neil Hunt Park at 8.30am for a cuppa and briefing.

First car away at 9.30am.



## TAKING PHOTOS FOR INCLUSION IN SIDE CURTAINS

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

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



# OUR WEBSITE

[www.rotorua.vintagecarclub.org.nz](http://www.rotorua.vintagecarclub.org.nz)

Have you visited our website yet?

Our ranking is improving, thank you for your help.

If you haven't already please search for  
"Rotorua Vintage Car Club" on Google and then scroll  
to about halfway down page 1 of results, and then  
click on the first search result that has our  
website address showing as the link.

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

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

# Midweekers

## Velodrome Adventure

Wednesday 16 July

A good interesting day for all, but apparently I got the short straw, so here is the day's report! The group met at the club rooms for morning tea and the usual session of stories and gossip. Denis and Pat Burr were still fresh off the plane from their gruelling return drive to Fairbanks (Alaska) through Canada from their base in the lower forty eight (to use the Alaskan description of the remaining part of the USA).

The group of eleven vehicles made their way to meet for lunch at the Velodrome Café just past Cambridge on 'State Highway One' where we were met by our Tau-ranga friends. An enjoyable lunch was had by all, the café being new, very clean and pleasant. Following lunch we made our way through the Avanti bicycle shop, only for interest I might add, as no one appeared interested in purchasing a souvenir of the day. Maybe Denis put everyone off, as he explained that he has two bikes in the shed but riding them is just too much like hard work. An innovation that I had not seen before; eleven gears encased in the rear hub driven not by a chain but a cogged belt. While some of the prices seemed reasonable, others were priced more than our club cars, and the wheels were optional extras! On proceeding up two flights of stairs, the world class Velodrome was marvelled at by all. We were well entertained by the New Zealand junior training squad who were training under direction of the coaches.



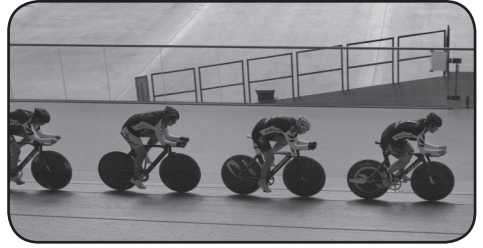
The track surface is imported, Siberian spruce, a very cold hardy, slow growing timber laminated in strips about 35 mm wide. It is a great facility for New Zealand sport and should hopefully be able to attract some world events to help towards the multimillion dollar investment. On further

inquiry I find that the complex is a little more expensive than we understood, the total cost being \$28.5 million. It is not clear as to where all the funds came from, other than Waikato Regional Council \$6 million, SPARC \$7 million, and the land was purchased from St Peters School, apparently for \$1. The complex also has facilities including gyms, other than that show stuff that we saw, that are used as a centre for sports excellence, by other codes including rowing, canoeing, and NZ sevens, with sufficient capacity for them all to be using them simultaneously. With the lack of central pillars and the amount of seating available a number of other organisations are apparently eyeing up the potential use. The opening of the complex has resulted in 35 families moving to live permanently in Cambridge, certainly a nice economic boost for Cambridge.

While some drove home direct, others took a touring route hoping to pick up their annual supply of winter socks from the sock factory, leaving the stragglers to stop in Tirau for more cake and coffee.

All in all it was an enjoyable day on a sunny winter's day, thanks to our leaders and organizers Rocky and Rebecca.

*Bob*



# Swap Meet 2014

Sunday 13 July





# Church Ladies with Typewriters

These sentences actually appeared in church bulletins  
or were announced at church services:

The Fasting & Prayer Conference includes meals.

Scouts are saving aluminium cans, bottles and other items to be recycled. Proceeds will be used to cripple children.

The sermon this morning: 'Jesus Walks on the Water.' The sermon tonight: 'Searching for Jesus.'

Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.

Don't let worry kill you off - let the Church help.

Miss Charlene Mason sang 'I will not pass this way again,' giving obvious pleasure to the congregation.

For those of you who have children and don't know it, we have a nursery downstairs.

Next Thursday there will be try-outs for the choir. They need all the help they can get.

Irving Benson and Jessie Carter were married on October 24 in the church. So ends a friendship that began in their school days.

A bean supper will be held on Tuesday evening in the church hall. Music will follow.

At the evening service tonight, the sermon topic will be 'What Is Hell?' Come early and listen to our choir practice.

Eight new choir robes are currently needed due to the addition of several new members and to the deterioration of some older ones.

Please place your donation in the envelope along with the deceased person you want remembered..

The church will host an evening of fine dining, super entertainment and gracious hostility.

Pot-luck supper Sunday at 5:00 PM - prayer and medication to follow.

The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

This evening at 7 PM there will be a hymn singing in the park across from the Church. Bring a blanket and come prepared to sin.

The pastor would appreciate it if the ladies of the Congregation would lend him their electric girdles for the pancake breakfast next Sunday.

Low Self Esteem Support Group will meet Thursday at 7 PM . Please use the back door.

The eighth-graders will be presenting Shakespeare's Hamlet in the Church basement Friday at 7 PM .. The congregation is invited to attend this tragedy.

Weight Watchers will meet at 7 PM at the First Presbyterian Church. Please use large double door at the side entrance.

And this one just about sums them all up: The Associate Minister unveiled the church's new campaign slogan last Sunday: 'I Upped My Pledge - Up Yours.'

# The Burrs USA/Canada trip



Hi to you all,

At present we are in Coopers Landing, about half way between Anchorage and Homer. We have spent 3 days in Homer doing bear watching and halibut fishing and got within 6 mtrs of a bear that was more interested in digging for clams than in us. There were about 15 bears in a grassed area that we walked through.

We have travelled about 3400 miles since leaving Kansas City on the 20th May.



You know you have a reasonable distance to travel when the GPS say “enter the highway, travel 397 miles and turn right”. So sit back, put cruise control on 75 mph and steer. There were some great roads in USA but it was a different story in Canada.

We started the Alaskan highway (Alcan high-way) in Dawson Creek, Canada at mile 0. This is where the road started in 1942.





During the war there were 11,000 troops and 16,000 civvies working on the road at one time. The road was completed in 9 months for use by the armies of USA and Canada.

The highway ended at Delta Junction in Alaska to meet existing roads, approximately 2,700 miles. The road was opened for public use in 1949/1950.

Today the road is sealed except for road works, and as you can imagine the snow and ice give this road a hard time. There is one section through the Yukon where the sign says "rough road for 70 miles, and it was bloody rough, 15/20 mile per hour stuff.

There is some interesting scenery and large mountains, still covered in snow. Some never melts.



Many of the campgrounds we have stayed in have only just opened up. One guy had water problems and said the perma frost goes down 160 ft. Winter temperatures get down to -40 and a normal winter day -15 to -25 degs, and winter lasts 6/8 months. Don't growl about our winters!

We have seen some wild life as we have travelled, about 10 bears, moose, caribou, stone sheep, (yes they are a breed of sheep).

In the area we are in, the salmon fishing started at midnight last night and there were many in the river then. The limit is 3 fish per day. The water is straight off the snow, cold!

Will try and update you next month.

I wish to thank Maurie for standing in for me.

*Regards all*  
*Denis*

# Why Diesels are Different

## and some fundamental differences between petrol and diesel engines

*This is the first in what is intended to be a series of short articles discussing various diesel engine technical issues. This first article discusses the basic operation of typical automotive diesel engine and, especially, the fundamental differences between diesel and petrol (gasoline) engines.*

*[This information is presented for the interest of the reader only. The author accepts no responsibility for any adverse outcomes which may result from the reader using all or any of the information presented in practical applications.]*

### Starting point

Well, this series is called “Turbo Talk”, but I’m afraid there are no turbo-chargers in this first issue! I thought we should get the fundamentals of diesel engines covered first, before getting into forced induction.

This article assumes a basic understanding of reciprocating internal combustion engines which operate on the four-stroke cycle. If this sentence is gobble-de-gook to you, may I suggest you find a book or article that explains the fundamentals of internal combustion engines before returning to read this article?

The primary intention is to make readers, who may well be experienced with the basics of petrol engines, aware of some of the important differences in the operation of diesel engines.

Only four-stroke (or four-cycle) automotive engines will be discussed here, as they are almost universally used in passenger vehicle and light truck (including 4WD) applications. Two-stroke (two-cycle) engines are commonly used in garden equipment (lawn mowers, chainsaws, etc.) and small motorcycles. Also, heavy truck, large industrial and marine diesel engines are sometimes two-stroke engines.

However, they will not be discussed further in this article.

### Terminology

Engines in which combustion is initiated by an electric spark plug in the cylinder head are known, not unreasonably, as “spark-ignition” or SI engines. These typically burn light hydrocarbon fuels characterised by their Octane Rating. These fuels may

be called, depending on your location, ‘petrol’, ‘gasoline’, ‘benzin’, etc. Spark-ignition engines can also burn, and are commonly modified to burn, Liquefied Petroleum Gas (LPG), which is typically a blend of Propane and Butane.

Engines in which combustion is initiated by the heat attained by the high compression of the air charge in the cylinder are known (again quite reasonably) as “compression ignition” or CI engines. These typically burn heavier hydrocarbon fuels characterised by their Cetane Rating. These fuels may be called, depending on your location, ‘diesel’, ‘distillate’, ‘DERV’, ‘gasoil’, etc.

To avoid possible confusion, we will not refer to the engine types by the names of their fuel (petrol/gasoline or diesel/gasoil); rather we will use the terms spark-ignition (SI) and compression-ignition (CI).

Another term we need to look at is “stoichiometric combustion”. This term describes the situation where air and fuel are combusted in just the ‘right’ proportions. That is, all of the fuel is fully burnt and all the oxygen in the air is consumed in the process. At the end of the combustion process there is no unburnt fuel and no oxygen remaining in the products of combustion.

While stoichiometric combustion in an engine would theoretically give the best efficiency, for various practical reasons, exactly stoichiometric combustion is seldom desirable in ‘real world’ engines.

## **Similarities**

Both SI and CI engines ingest air from the atmosphere, add (by various means) an appropriate quantity of the relevant fuel, combust the air and fuel, and expel the products of combustion to the atmosphere. In the process, some of the energy released by combustion is converted to torque to propel the vehicle.

Unfortunately, however, the majority of this energy is lost as heat, either absorbed by the metal of the engine (and subsequently dispersed by the engine’s cooling system) or carried out with the exhaust gas. All reciprocating internal combustion engines are quite thermally inefficient (much less than 50% efficiency). However, modern technology is continually improving efficiency in new engine designs.

## **DIFFERENCES**

### **Ignition**

We have already mentioned the different methods used to initiate combustion in SI and CI engines. This is a fundamental difference: CI engines depend completely on compressing air enough to achieve a temperature capable of igniting the fuel, as it is injected. SI engines, on the contrary, must avoid achieving compression temperatures which might cause combustion to begin before the spark plug fires. If the air/

fuel mixture in a SI engine self-ignites (pre-ignition or ‘pinging’) <sup>1</sup> before the spark plug fires, severe damage can result to the engine.

## Fuel delivery

SI engines traditionally used a device called a carburettor to add fuel to the engine’s incoming air charge.

Carburettors use the venturi effect to draw fuel into the air stream through a fine orifice called a ‘jet’. The fuel flow from the jet is (hopefully) a fine spray of fuel droplets which are largely vaporised by the time the ‘mixture’ reaches the engine cylinders.

More modern SI engines use fuel injection, to pump a spray of finely-atomised fuel into the air stream entering the engine. Most modern engines will have one fuel injector in each cylinder’s inlet tract. The injectors are almost universally electronically-controlled by an Engine Management System (EMS).

Electronic fuel injection and associated engine management techniques are largely responsible for the great improvements made in specific output (kW per litre) and economy in the last decade or so. The latest development in SI engines is Direct Injection, in which the fuel charge is injected directly into the combustion chamber, rather than into the inlet tract.

CI engines always have their fuel injected into each cylinder’s combustion chamber (even though it is sometimes referred to as a “pre-combustion chamber”, in some designs). This is so because the beginning of combustion in a CI engine is totally controlled by the beginning of injection of fuel into the cylinder full of very hot air.

Traditionally, fuel injection in CI engines is performed by a mechanical high-pressure pump (injection pump) which pumps fuel charges to individual cylinder injectors. Modern designs include either electronically controlled functions to enhance the performance of mechanical injection pumps or, increasingly, use fully electronically-controlled cylinder injectors, which are fed from a common high-pressure fuel manifold or ‘rail’ (Common Rail Injection).

<sup>1</sup> Pre-ignition and/or ‘pinging’ is a complex subject. It can also occur after normal spark-plug firing due to issues relating to the Octane rating of the fuel, the compression ratio or deposits in the combustion chamber. This subject will not be further discussed here.

Police arrested two kids yesterday, one was drinking  
battery acid, and the other was eating fireworks.

They charged one and let the other one off.

# Is it a fruit, is it a vegetable, NO it's a car!

Heinz make tomato ketchup, along with sauces and soups, which means they use a huge quantity of tomatoes. But they don't use every scrap of tomato, so there's plenty of skins, seeds, stems and leaves to deal with. Now Ford are scooping up that material and aim to process it into a composite bioplastic for use in their vehicles. The idea is to take the food waste, mix it with polypropylene and cook it all at a lower than normal temperature so that the natural fibres

aren't degraded. The process uses less energy for production and creates lighter bioplastic which in turn reduces vehicle weight and fuel consumption. It will also be possible to recycle the plastic. The feasibility of this work is being tested at the moment, but maybe your next car will include tomatoes in its build.

(Beware there could be some decomposition, but no rust. Ed)



## Project Underway

Did I hear someone mention that Lois and Dorothy's "project underway" was generating some pace? I don't think so! If I remember rightly, at our last Swapmeet I saw Dorothy selling bits and pieces from a table, unless unbeknown to Lois. As fast as she cleans something up, Dorothy is selling the part!!

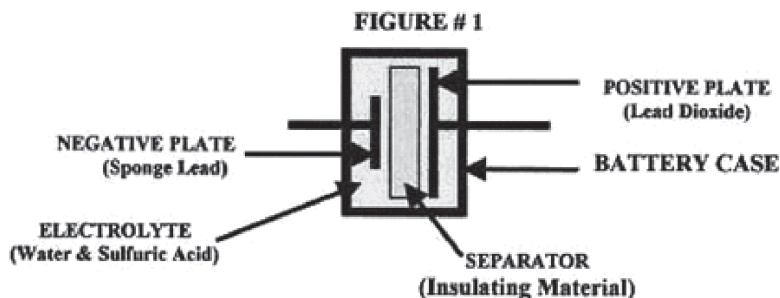
# How do Lead Acid Batteries work?

*Lead Acid batteries have changed little since the 1880's although improvements in materials and manufacturing methods continue to bring improvements in energy density, life and reliability. All lead acid batteries consist of flat lead plates immersed in a pool of electrolyte. Regular water addition is required for most types of lead acid batteries although low-maintenance types come with excess electrolyte calculated to compensate for water loss during a normal lifetime.*

## Battery Construction

Lead acid batteries used in the RV and Marine Industries usually consist of two 6-volt batteries in series, or a single 12-volt battery. These batteries are constructed of several single cells connected in series each cell produces approximately 2.1 volts. A six-volt battery has three single cells, which when fully charged produce an output voltage of 6.3 volts. A twelve-volt battery has six single cells in series producing a fully charged output voltage of 12.6 volts.

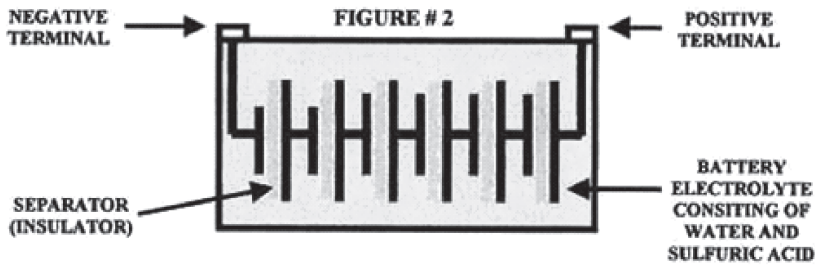
A battery cell consists of two lead plates a positive plate covered with a paste of lead dioxide and a negative made of sponge lead, with an insulating material (separator) in between. The plates are enclosed in a plastic battery case and then submersed in an electrolyte consisting of water and sulfuric acid (see figure # 1). Each cell is capable of storing 2.1 volts.



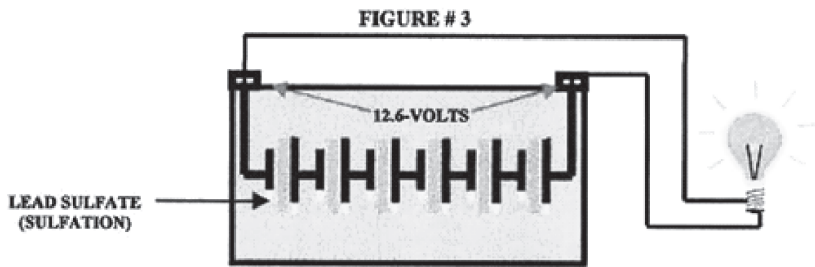
In order for lead acid cell to produce a voltage, it must first receive a (forming) charge voltage of at least 2.1-volts/cell from a charger. Lead acid batteries do not generate voltage on their own; they only store a charge from another source. This is the reason lead acid batteries are called storage batteries, because they only store a charge. The size of the battery plates and amount of electrolyte determines the amount of charge lead acid batteries can store. The size of this storage capacity is described as the amp hour (AH) rating of a battery. A typical 12-volt battery used in a RV or marine craft has a rating 125 AH, which means it can supply 10 amps of current for 12.5 hours or 20-amps of current for a period of 6.25 hours. Lead acid batteries can be connected in parallel to increase the total AH capacity.



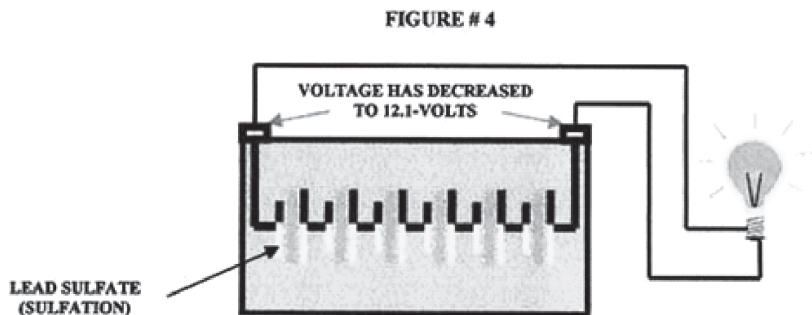
In figure # 2 below, six single 2.1-volt cells have been connected in series to make the typical 12-volt battery, which when fully charged will produce a total voltage of 12.6-volts.



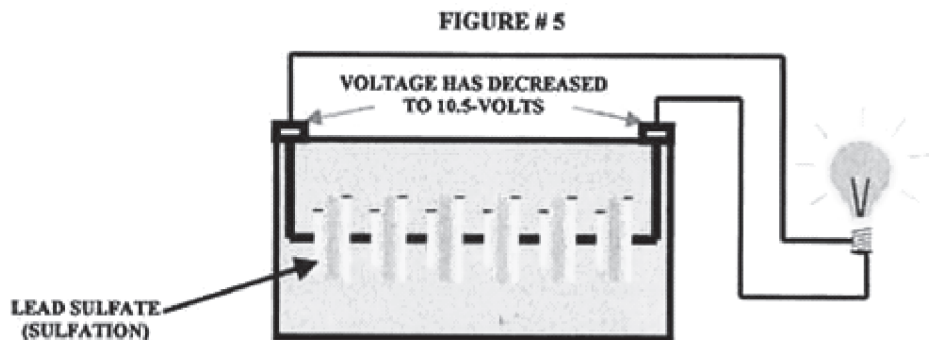
**Lead Acid Batter Discharge Cycle**



In figure # 3, above a fully charged battery is connected to a load (light bulb) and the chemical reaction between sulfuric acid and the lead plates produces the electricity to light the bulb. This chemical reaction also begins to coat both positive and negative plates with a substance called lead sulfate also known as sulfation (shown as a yellow build-up on plates). This build-up of lead sulfate is normal during a discharge cycle. As the battery continues to discharge, lead sulfate coats more and more of the plates and battery voltage begins to decrease from fully charged state of 12.6-volts (figure # 4).

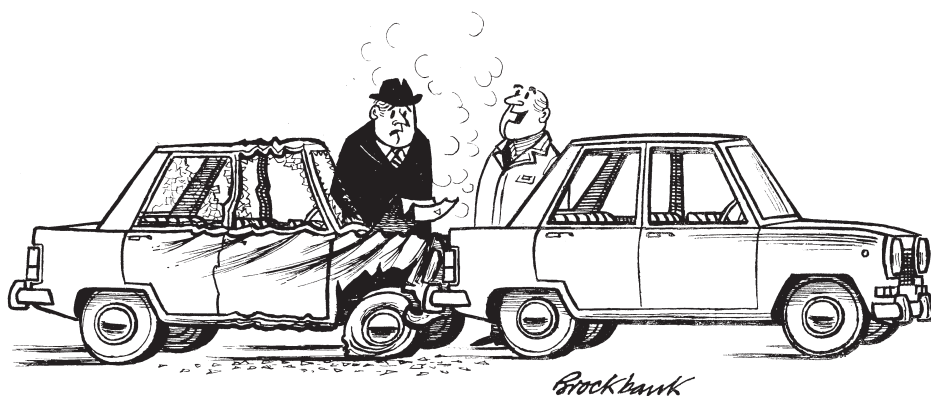


In figure # 5 the battery is now fully discharged, the plates are almost completely covered with lead sulfate (sulfation) and voltage has dropped to 10.5-volts.



NOTE: Discharging a lead acid battery below 10.5 volts will severely damage it! Lead sulfate (sulfation) now coats most of the battery plates. Lead sulfate is a soft material, which can be reconverted back into lead and sulfuric acid, provided the discharged battery is immediately connected to a battery charger. If a lead acid battery is not immediately recharged, the lead sulfate will begin to form hard crystals, which can not be reconverted by a standard fixed voltage (13.6 volts) battery converter/charger.

NOTE: Always recharge your RV or Marine battery as soon as possible to prevent loss of battery capacity due to the build-up of hard lead sulfate crystals!



*"I pour ready-mix concrete into my boot."*

# Australian Idiot Sightings

## IDIOT SIGHTING 1:

I went through the McDonald's driveway window and I gave the cashier a \$5 note. Our total was \$4.25, so I also handed her 25c. She said, 'you gave me too much money.' I said, 'Yes I know, but this way you can just give me a dollar coin back.' She sighed and went to get the manager who asked me to repeat my request. I did so, and he handed me back the 25c, and said 'We're sorry but we don't do that kind of thing.' The cashier then proceeded to give me back 75 cents in change.

Do not confuse the people at MacD's in Shepperton Vic.

## IDIOT SIGHTING 2:

We had to have the garage door repaired. The repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener. I thought for a minute, and said that we had the largest one made at that time, a 1/2 horsepower. He shook his head and said, 'You need a 1/4 horsepower.' I responded that 1/2 was larger than 1/4 and he said, 'NOOO, it's not. Four is larger than two.' We haven't used that repairman since. Happened in Banks-town NSW.

## IDIOT SIGHTING 3:

I live in a semi rural area. We recently had a new neighbour call the local council to request the removal of the WOMBAT CROSSING sign on our road.

The reason: 'Too many wombats are being hit by cars out here! I don't think this is a good place for them to be crossing anymore.' Story from Bauple Qld

## IDIOT SIGHTING 4:

My daughter went to a Mexican takeaway and ordered a taco. She asked the person behind the counter for 'minimal lettuce.' He said he was sorry, but they only had iceberg lettuce. From Castle Hill, Sydney

## IDIOT SIGHTING 5:

I was at the airport, checking in at the gate when an airport employee asked, 'Has anyone put anything in your baggage without your knowledge?' To which I replied, 'If it was without my knowledge, how would I know?' He smiled knowingly and nodded, 'That's why we ask.' This happened at Melbourne Airport

## IDIOT SIGHTING 6:

The pedestrian light on the corner beeps when it's safe to cross the street. I was crossing with an 'intellectually challenged' co-worker of mine. She asked if I knew what the beeper was for. I explained that it signals blind people when the light is red. Appalled, she responded, 'What on earth are blind people doing driving?!' She is a government employee in the Adelaide P.O.

## IDIOT SIGHTING 7:

When my husband and I arrived at a car dealership to pick up our car after a service, we were told the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked 'Hey,' I announced to the technician, 'it's open!' His reply, 'I know. I already did that side.' Holden Dealership Townsville

# For Sale

Cars from collection over the past 35 years. Shed stored. All vehicles are in the Far North. Northland. Some on hold, spares, manuals, some easily restored, and some require quite a bit of work. All vehicles are open to offers.

**Enquiries to: Tom Dean 027-509 5734 or 027-274 1112**

**Email: tomdiadean@gmail.com**

## **Shed 1:**

Triumph 2500 TC  
49 Morris Minor Low  
Light  
Bradford Van  
49 Morris Oxford MO  
Mk 2 Ford Consul  
Morris 8 Series E 4 door  
Morris Minor Pickup -  
120y Datsun Motor  
Ford Prefect 105 OHV  
Hillman Imp

## **Shed 2:**

Austin A 35  
1950 Ford Prefect  
Austin 8  
MGBGT - Rubber bump-  
er model with O/D  
2 x Jowett Javelins  
2 x Vauxhall Viva HA  
Rover 80

## **Motor Cycles:**

1956 DOT trials /  
scramble bike - earles  
forks  
1999 Honda CT 110  
2006 Honda CT110  
2007 Honda CT 110

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**Roof rack:** lightweight German gutter mount,  
maximum 75kg load, dismantles for storage, offers.

**Enquiries to: Ronald Mayes 07-347 8490**

**Email:randgmayes@gmail.com**

# Wanted

Lucas fuse box push-on cover for twin-fuse box  
(where did I misplace the one from my Princess 1100?)

**Ronald Mayes 07-347 8490**

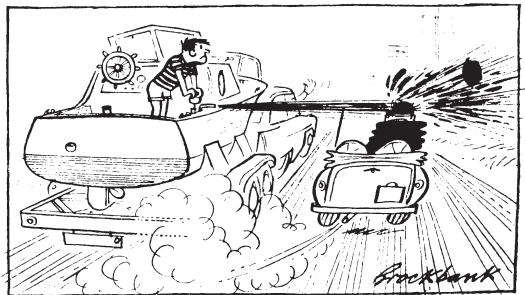
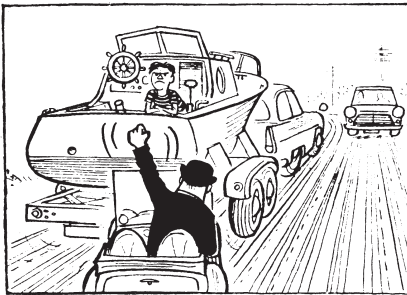
**Email:randgmayes@gmail.com**

# For Sale



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

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



## GAS HOT WATER UNIT

After consultation with a gas specialist, it is no longer necessary to turn off the gas hot water heating unit.

**It will operate much better if the pilot light is left on continually.**

## Vintage Car Club - Eligible Vehicles

You do not need to own a club eligible vehicle to belong to the NZVCC, however here is a list of the official classifications of club eligible vehicles.

<b>Veteran Vehicles</b>	Motor Vehicles constructed prior to 31st December 1918
<b>Vintage Vehicles</b>	Motor Vehicles constructed between 1st January 1919 and 31st December 1931
<b>Post Vintage Vehicles</b>	Motor Vehicles constructed between 1st January 1932 and 31st December 1945
<b>Post War Vehicles</b>	Motor Vehicles constructed between 1st January 1946 and 31st December 1960
<b>Post 1960 Vehicles</b>	Motor Vehicles constructed between 1st January 1961 and 31st December 1980
<b>Post 1980 Vehicles</b>	Motor Vehicles constructed after 1st January 1981 provided that no vehicle is accepted for this class until January 1st of the year that is thirty years after its original year of construction
<b>Factory Built, and Historic Racing Vehicles</b> - as described in the Club By-laws.	
<b>Period Specials</b>	As described in the Club By-laws

*For more information, refer to the NZVCC web site.*

## 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](mailto:admin@vcc.org.nz) Website: [www.vcc.org.nz](http://www.vcc.org.nz)*



# Coming Events

	DAY	WHAT	MEET	STARTING PLACE	PAGE
Aug	2	Hat Party	5.30pm	Clubrooms	
	13	Club Night	7.30pm	Clubrooms	4
	20	Midweekers Whakatane	10.00am	Clubrooms	4
	30	Sulphur City Rally	8.30am	Clubrooms	6
Sept	10	Club Night	7.30pm	Clubrooms	
	14	Club Run	10.00am	Clubrooms	4
Oct	14	Midweekers Spring Tour	9.00am	Orewa	5

## Midweekers Venues

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

*Thanks Rocky and Rebecca*

### 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](mailto: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](mailto:rotorua@vcc.org.nz)

**Website:** [www.rotoruvintagecarclub.org.nz](http://www.rotoruvintagecarclub.org.nz)

**Sun Alliance Agency Number:** HO 0300146

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