

SIDE CURTAINS



FEBRUARY
2015

THE MAGAZINE
OF THE
ROTORUA
VINTAGE
AND VETERAN
CAR CLUB



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



ROTORUA

Cover Photos

Top: 1918 Buick Roadster (Mildred)
Owner: Brian Old

Lower: 1961 Chevrolet
Owners: Tony and Marilyn Sarich

Back Cover: Great Expectation's
Owners: Rocky and Rebecca Fiske

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

CLUB CAR PHOTOS

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

Doug's phone number is 333 2726.



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

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SIDE CURTAINS FEBRUARY 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	Rocky Fiske
Social Convenor	Angie Brunton
Side Curtains Editor	John Peters
Beaded Wheels	Ronald Mayes
Tea Persons	Pat Burr Pat Mackay Marilyn Sarich
Custodian	Vacant - <i>can you help?</i>
Librarian	Dorothy Clouston
Asst Librarian	Vacant - <i>can you help?</i>
Cards and Flowers	Adelai Skelton
Hon Solicitor	Barry Rodgers
Hon Auditor	Murray Farquhar

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From the Chair

The silly season is over and we are back to work, well some of us are anyway! I hope everyone came through unscathed. It is interesting that the road toll for the holiday period was twice that of last year, even though the Police targeted speedsters and the alcohol limits had been lowered. Stupidity of drivers seems to be the prominent cause, ie; doing 'U' turns in front of trucks must rate pretty highly in the levels of insanity.



During the holidays we visited daughter Catherine (our Side Curtains publisher) and family where they are building a Ski Lodge at Horopito. Our grand-daughters aged 7 and 5 wanted to take 'Poppa' to visit the 'Car Yard' down the road so off we went and had a pleasant couple of hours browsing amongst the rusty cars.

However, during our journey back to Rotorua, in a 100kph zone, a young woman idiot pulled out from a rest area and turned in front of us, laughing her head off at us as Mary hit the brakes and horn at the same time, (pretty dexterous I thought), meanwhile I was making rude gestures. Perhaps a test of one's sanity should be a prerequisite for obtaining a licence.

Our Car Show and annual fund raiser for St John went off just like a well oiled machine. We couldn't have wished for better weather. It was pleasing to see that St John provided not only their vintage Dodge Ambulance but also displayed their latest Shuttle Ambulance. Star of the show was undoubtedly Malcolm Foster's recently restored 1915 Model T Pick Up. Other vehicles of interest was a replica of the 'Good Bye Pork Pie' Mini, a restored International Harvester Logging Truck with a Speed Truck in tow and also a 2002 ? TVR. Thanks to all those that assisted, we raised just on \$1000 for St. John. As an added bonus it looks like we have picked up a few new members, including another Rolls Royce owner.

This brings me to a thought that I had over the holidays. We have always had non active members for one reason or another and we have on various occasions tried to encourage their participation. However I have come to the conclusion that it just doesn't matter. What does matter is that we encourage anyone who owns a vehicle over 30years to join the VCC movement, regardless of whether they want to socialize with us. The reason, playing the numbers game. At present we have about 9000

From the Club Captains desk

Well that's another Christmas and New Year over with. Gee they come around quick these days. Pat and I hope you enjoyed yourselves with family and friends, didn't drink or eat too much, got what you wanted from Santa and generally enjoyed the time.

We had a very different Christmas this year. We travelled to Africa with our family and spent four days over Christmas at a safari lodge in Madikwe game reserve called Tunigi lodge. We had our three daughters and their partners and our four grandchildren with us. It was nice to have our family with us but was very different to being at home at this time.

Our car show on 18 Janaury was another success with a good number of cars and money for St. John. Read more on page 13.

The year ahead looks busy as far as car related things go. Don't forget our February run on the 15th. More info on this on page 6. March and April runs are sorted by the Watson's so keep an eye in this magazine or our website for info.

Several members have mentioned about runs to various events that are happening, feel free to bring these options to a meeting and see if there is any interest. I am sure that if it is mentioned there will be some members who would like to go as a group. It is amazing how wide the interests are in our club.

Enjoy the summer and drive carefully.

Cheers, Denis

From the Chair (continued)

members to lobby Parliament, imagine the clout the VCC would have knowing that they had every old vehicle owner on its books. There is a huge industry in this country revolving around old vehicles including several periodical glossy magazines devoted to the movement but the trouble is the VCC seems to still have an image of a club full of stuffy, grumpy old men. I'm not suggesting that we encourage burnouts in our car park but we need to start working on the younger generation that are restoring Jap hatches etc.

For the Chairman's run on 15th March we are planning a bus trip up to the Roycroft Trophy Vintage Festival at Hampton Downs. This will be limited to 33 seats and subsidized by the club, so if you want to reserve a seat then phone Angie Brunton. See page 55 of the last Beaded Wheels for more information. (And that's a name along with our own magazine that perhaps needs to be changed so that everyone can understand what they are about. Food for thought).

Cheers, Andy

Editor back into gear

Well that is Christmas and New Year over and I can only hope you all enjoyed your festivities.

We started out with our Christmas party and social at the Clubrooms and everyone seemed to enjoy themselves, and most had a Hawaiian theme to their attire as requested. I am not sure that getting a pressie from Santa and then having to allow someone else to swap it with theirs if they liked yours better was such a good idea. You then had to go and find someone else to swap with and maybe upset them. However a good night was enjoyed by all who attended.



Christmas was spent down in the capital this year with glorious weather, plenty of sun and little wind. A good week was spent and a rather large shopping spree was had by someone whilst there. I had the chance to sit in an Aston Martin DB9, but at \$182,000, and with my back pocket still smarting, I was hauled out and told to behave. I did ask if I could take it out for a test run, but as it was already sold I was refused the pleasure. Therefore I cannot report on how the 6L V12 engine performs or indeed that it can reach a top speed of 190kph.

New Year's Eve was back at the Clubrooms to help the Morris 8 club see the New Year in, with plenty of nick knacks given out for best Hawaiian dress and other little challenges. With plenty of good food and good people we all enjoyed ourselves once more.

Tony Sarich has started the ball rolling with a write up on some of the cars he first owned and it would be good to have other members do the same for each month, so how about it!!

Editor

A PICTURE IS WORTH A THOUSAND WORDS

SUPPLYING PHOTOS FOR INCLUSION IN SIDE CURTAINS

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

When taking photos on a digital camera:

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.

When scanning old photos:

1. Set the resolution to the **highest possible quality setting** your scanner software will allow. 300dpi is great for photos, anything with text 600dpi or 1200dpi is best. This will create large file sizes. 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. For photos set the colour to RGB, regardless of whether the original is in black and white or colour.
3. For line drawings or text set the colour to black and white or greyscale.

An alternative to scanning is to use your digital camera (see tips above) to take a photo of the photo - be sure to get it straight on to avoid any odd viewing angle.

Photos are a wonderful way to preserve the present for future generations and to share the past. Quality images give your stories so much more value and significance

*Any problems or questions you are welcome to contact Catherine
on 021 109 3204 / 09 828 4500 or documentsbydesign@gmail.com*



DIARY DATES

Next club night: 11 February, 7.30pm

Next committee meeting: 16 February, 5.30pm

Club Night

Wednesday 11 February

Car on display will be a 1924(?) Maxwell, courtesy of Cliff Wickham and our guest speaker is Mel Cooper on the construction of the world's longest undersea tunnel.

Club Run

Sunday 15 February

Meet at the clubrooms at 9.30am for morning tea with the first car away between 10.15 and 10.30am. We will visit a shed in the morning and have a picnic lunch in some very pretty gardens. There will be some questions and a few silent checks as you go along. So bring your lunch and chairs and enjoy the day.

Denis

Mid Weekers Lake Okaro

Wednesday 18 February

Meet at the clubrooms at 10.00am for morning tea. Bring a picnic lunch and we will have a short run to Lake Okaro, which is a lovely spot for a picnic lunch. This is a good opportunity to bring your older slower car. If anybody is into model boats it is an ideal lake to show off your wares.

Rocky and Rebecca 333 1883 or 021 446 486

RVVCC Events 2015

DATE	WHAT	DETAILS
15 February 2015	Club Captain's Run	A Collection with a life style and rural enterprise
15 March 2015	Chairman's run	Set by Andy and Mary
12 April 2015	Night Run	Set by Andy and Mary
17 May 2015		Shed view and a wander through rural area

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

The 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

THAMES HERITAGE FESTIVAL

14 MARCH 2015

Calling all Veteran and Vintage car owners CAR PARADE AND DISPLAY

Let's make this the biggest display of Veteran and Vintage cars to be seen – in Thames. Parade through the main street of Thames to Victoria Park where we will park the cars for a public display. Meet at Rhodes Park at 9.30am.

There will be plenty to see and do in Thames while your cars are on display:

- Grahamstown Market • School of Mines • Bella Street Pumphouse
- The Treasury – for anyone interested in genealogy • Small gauge railway
- Boat trips down the Waihou • Stationary engine display
- Historic Kopu Bridge walks

Further details will be notified closer to time of event.

For further information:

Mary Thomson, mary.davidthomson@xtra.co.nz or phone: 07-868 5699

www.thamesheritage.co.nz





Weekend before
The National North Island Easter Rally
27 - 30 March 2015

Hosted by the Wellsford/Warkworth Branch and centred on Warkworth
Timed to avoid Easter and school holiday traffic and accommodation issues
Two days of spectacular rural and coastal motoring
including a choice of Sunday tours and visits

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

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

Our Website

Our website is www.rotorua-vintage-car-club.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.

Christmas Party

Saturday 6 December



New Year's Eve Party

Wednesday 31 December



? ? ? ? ?

Is there something missing here?

See page 24 to help solve
the mystery.

Club Run - Katikati Bird Gardens

Sunday 14 December

It was a wet day and didn't encourage too many members to come out in their club cars, however of the members that came the turn-out wasn't too bad.

The rain eased enough for us to walk around the park- like gardens after having our morning tea of muffins or Devonshire tea of scones, jam and whipped cream.

The birds, mostly hens of small varieties with their tiny chicks which looked like most had hatched one or two days before. They were delightful and they all came rushing towards us hoping we would feed them, they were so quiet.

We had the same reaction from the ducks, pigeons and peahens and their chicks as we wandered around. There were also a few other breeds of birds, but sorry I don't know the names of them. I did see seven or eight herons fly over and perch in the trees, some nesting I believe. As we walked further around we came to numerous aviaries that housed some more exotic breeds of birds.

Most of us had umbrellas but really didn't have to use them as much as we thought, and we certainly didn't get the wind as predicted.

Returning back to the café for lunch was very pleasant, with a bit of social chit chat.

Thank you Ken and Lyn, (I did enjoy our chocolates!!)

A7 1929

*(See those who took
part on page 23)*



Car Show 2015

Sunday 18 January



We once again held our annual car show/St John fundraiser again at the lakefront village green. It was an awesome turnout from all the

clubs and individuals that Chairman Andy had talked to. The owners parked themselves under the trees right around the park perimeter of the green as shade was the most sought after commodity on the day.

We were well supported by the Mini, Rover, Triumph and Capri clubs, with many other one make clubs and individuals, so if you were there thanks for coming and enjoying the day with us. Malcolm Foster showed us his Model T Pick-up which has been a therapeutic project, well done Malcolm.

We raised almost \$1000 for St John which is a great effort and is most appreciated. We look forward to seeing you all next year.

The Grey Ghost

past joys

That first memorable vehicle

Way, way back in the summer of 1955, I was a very young 19 year old airman. I was just posted to Whenuapai airbase and I thought it was time to seriously think about purchasing that first car, even though I couldn't even drive at the time.

In those days Ralph Bennett - yes the same Ralph, drove a very nice green 1939 Chevy Sedan, which I really admired. However they were selling for over 600 pounds - a little steep for me at the time.

So in the paper I noticed an advertisement from a dealer 'Arthur 'reliable' Taylor' in Albert Street, listing a 1937 Chevy Coupe for 425 pounds. And here for the first time is that original advertisement reproduced in this article.

ARTHUR 'RELIABLE' TAYLOR LTD.
115 Albert Street, Tel. 41-000 1951 Wairoa Road Estate
Morris's B. Series 1: 1950 Austin Mauds
1951 Nelson; 1952 Dodge Kingway; 1948 Buick;
1953 Chevrolet Coupe; Morris's B 1938 New Major.
Cash, trade or terms. Open Friday night 7-9.

By the way, do you remember the music of the 50's? Lonnie Donegan was all the rage with his "Rock Island Line", Buddy Holly was belting out 'Peggy Sue' on the radio

stations and of course Bill Haley and the Comets with his 'Rock around the clock' was also made into a film. Norman Wisdom was always popular as an English comedian at the movies. I finally bought the Chevy Coupe in Winchester blue and I promptly stuck a diagram of the gear change onto the dash. I taught myself how to drive it with some help from some of the other chaps at the base.



Of course in 1955, the Coupe was now 18 years old and had developed a few gremlins by way of peculiar noises when the motor was started from cold. These included tappet clatter, some piston slap, and there was the familiar GM knock - gudgeon noise, (as it was referred to in those days) water pump squeal and a noisy clutch completed the chorus of the silly symphony of engine back chat. To some extent this all disappeared when the motor warmed up. I also found by accelerating and opening the window, the slip stream noise cancelled out what noises remained.

One of the Sergeants had just patented his own water injection unit which was being manufactured in Auckland. He helped me fit one to the manifold of the Chevy. No doubt about it, the Coupe ran sweeter in the summer and never overheated. Rear fender skirts gave the car a nice balance.

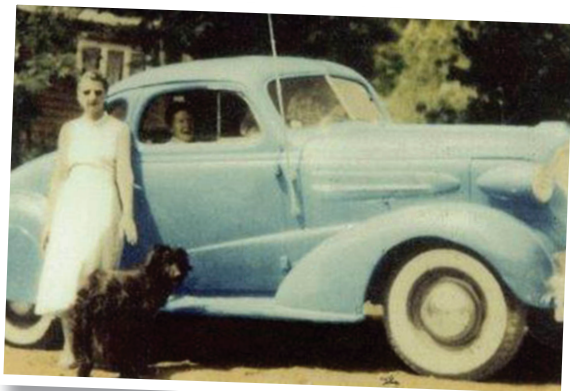
That first car opened up my world and I drove it everywhere, far and wide. It was reliable and roadworthy - a perfect test bed for the cars to come. Even today I wonder if it is still giving pleasure to some lucky owner.

I finally sold it when I went back to Blenheim in 1957 and moved on to a 1948 Chevy Fleetmaster.

And so dear reader... what about you?

What about your first car? Reach for the paper or the computer and put your thoughts down for the next issue of Side Curtains.

Tony



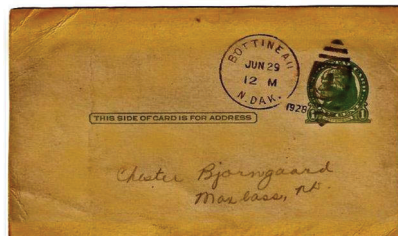
Historical Footnote

The 1937 Chevrolet had been totally re-engineered and redesigned from the previous 1936 model. Retooling had cost \$26 million, an astronomical figure for those times. Not since 1929 had the cars been altered so completely, with a new engine, gearbox and diff, new chassis and completely new all steel body shell design completed the picture.

A CHEVROLET *is always good company*

On short or long trips—in June or January—wherever and whenever you wish to go—you will find a Chevrolet the perfect traveling companion! Lively... instantly responsive to your every mood and desire... comfortable... and forever trustworthy. Own the complete car, completely new—the only low priced car with all modern advantages—and you will agree it's always good company.

CHEVROLET MOTOR DIVISION, General Motors Sales Corporation, DETROIT, MICHIGAN



Dear Sir—
We're writing this letter to you today because we want to help you get your money out of your Model T.
It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.
The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.
Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.
New fenders, for instance, cost from \$2.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator bars, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, signing and adjusting wheels.
The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.
A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.
Bottineau, N. Dak. Very truly yours,
C. E. GLEASON CO.

Dual Clutch Transmission

The Dual Clutch Transmission or DCT is a type of automated manual transmission that uses two clutches which results in extremely quick gearshifts and acceleration.

Dual clutch transmissions are also known by several other names such as sequential manual gearbox, double clutch transmissions or a clutch-less manual transmission.

A dual clutch transmission takes one set of gear ratios (a seven speed for example) and splits them into odd and even gears. The odd gears are operated via one clutch and the even gears are operated via another clutch. Any clutch can be used for reverse.

The entire arrangement is still in one gearbox and both clutches are in one housing, with two shafts sharing the same centre axis (the outer shaft is hollow with the inner shaft inside it).

A clutch pedal is not required as with a regular manual. An ECU and hydraulics operate the clutches so gear changes can be made. Gearshifts are extremely quick which results in better acceleration as less time is used disconnecting the engine from the driveline to shift between gears.

These benefits arise because gears can be pre-selected before they are changed, so as one clutch selects 2nd gear the other clutch pre-selects the 3rd gear. The fraction of a second needed for gearshifts will vary between marques but this is the main benefit over single clutch automated manuals.

You also have the option of driving in automatic mode and let the computer change the gears, or you can change the gears manually by using the regular gear shifter or the paddle shifters to upshift and downshift, and features such as launch control can be easily incorporated into DCTs.

Dual clutch transmissions were originally used on race cars but it has now found its way into production vehicles. They were brought to production vehicles by Porsche and Audi in the 1980s and started using DCTs in their production performance cars. It is still used on performance vehicles such as BMW M cars, Audi S and RS, Ferrari's and others.

There are two types of clutches used in DCTs, one is the wet clutch and the other is the dry clutch. The transmission will have either two wet or two dry clutches and not one of each. The wet clutch is designed for higher performance vehicles as the clutches are constantly lubricated so they can deal with the high torque of formula one cars, super cars and vehicles with similar amounts of power.

The dual clutch transmission has been referred to as the future of automotive transmissions. They are not as cost effective as the conventional transmissions but some expensive features have a way of reaching down to the everyday car even if it's a scaled down version of it.

A Southern Experience

On the 7th of November, Sandra and I flew to Queenstown, picked up a rental car and drove to Wanaka for a week of sightseeing and relaxation.

On Saturday we drove to Cromwell and went to the Highlands Motorsport Park, where the final of the Australian GT Championship was being contested. This event was a sight for sore eyes with GT cars such as Ferrari, McLaren, Lamborghini, and Mercedes, as well as a very fast Bentley Continental GT3 being driven by John Bowe.

The venue is an outstanding development with the track being able to be changed to form 5 different tracks from about two and a half Km to five Km. There is also a go kart track, a rally track, a dirt track and a skid pan.

The deciding race of the championship provided a real scrap between course owner Tony Quinn driving an Aston Martin Vantage on 455 points and Aussie Richard Muscat driving a Mercedes SLS AMG with 487 points, either could win the title. Quinn driving furiously led Muscat from the start of the hour long race, until the last lap when Muscat slipped past to win both the race and the championship.

Another feature of Highlands is the motor museum, which has many interesting cars including Gentleman Jim Richards Hillman Imp, his first race car. Also there is the Benneton formula one car in which Michael Schumacher scored his first formula one points. Other cars on display include a McLaren, a Brabham and a Cooper 500 as well as three McLaren Mercedes, two convertibles and a Gull Wing. These cars are 2004 models and were very lim-

ited production and built by McLaren not Mercedes. The Fiat Arbarth owned by local car nut Mike Lowe is also there, this car has entered and finished every Targa rally (20 in all) with many placings and class wins. It is featured in this December's Classic Car magazine.

The car that got my heart rate going was the Lycoming Special. This car would be the most famous home built special probably in the world.



I first saw this car in 1961 when it drove through Newmarket heading for the NZ Grand Prix meeting at Ardmore.

Auckland engineer Ralph Watson designed and built the car from bits & pieces. He wanted to power it with an aircraft engine and his choice was a Lycoming because it was light and had tremendous torque, but he was afraid it would be out of his reach financially. A friend introduced him to Aussie James of James Aviation who had these engines in his top-dressing planes but had replaced them with Gypsy Moth engines because they were not reliable and he gave Ralph two engines. Ralph tried to fit the engine into a single seater race car about the size of a Cooper 500 but it was too difficult, so he set about building his own car



from scratch in 1954. The chassis was space frame, and the engine is air cooled and was fitted in the front upside down and back to front. Ralph designed and built a fuel injection system and fitted a Rolls Royce Merlin oil pump to convert the engine to dry sump. The front suspension came from a Standard Vanguard and the gearbox was a Studebaker which was fitted in the rear of the car backwards to act as an overdrive because of the low revs and to propel the car up to 150 mph. The diff was from a Ford V8 which he cut the axles off and fitted universal joints then made a De Dion independent rear suspension. An alloy 2 seater body was fitted with open wheels. Ralph raced the Lycoming from Auckland to Invercargill from 1956 to 1959 and drove it to and from the race meetings competing against Stirling Moss and the European drivers with their Ferrari's and Maserati's, when Bob Gibbons took over the driving as Ralph believed he had developed the car beyond his capabilities.

In November 1959 Malcolm Gill bought the car and fitted cycle guards so that he could compete in sports car races and he won this title two years running.

In 1960 at Christchurch for the Lady Wigram Trophy meeting, Bruce McLaren's car blew up, Malcolm offered him the Lycoming to drive and it was driven faster than ever in its life to the point that the drum brakes burnt out and Bruce was drifting through the corners to wash off speed. Bruce finished 4th behind 3 international

drivers in their works cars and stated that it was the best handling car he had driven. A few months later a set of disc brakes arrived from Bruce.

From 1961 to 1964 the car was driven by Forrest Carden with many successes and then the car was bought by Jim Boyd and he drove it on race circuits, hill climbs and sprints, setting many records including hill climbs at Tarawera and Mountain Road here in Rotorua.

Boyd gave world formula one champion Jim Clarke a drive at Teretonga and with each lap he got faster until Boyd called him in before he started breaking records.

The car disappeared in the late 60's and was later found in pieces under some macranga trees in the lower South Island by Ralph Smith who has restored it to its former glory and he races it at classic meetings.

The rest of the holiday was taken up with touristy things like a trip on the Earnslaw and a trip to Te Anau where we stopped at Kingston to have a look at the Kingston Flyer and hopefully have a ride but alas they are fenced in and left to fall apart. Further on we detoured to Lake Manapouri and some guy there had a collection of 5 or 6 low- light Morris Minors as well as a convertible and a van, a series 1 Land Rover and half a dozen washing machines, all in need of some serious restoration.

A trip to Milford Sound with a very enjoyable trip on the lake in glorious weather.

Terry & Sandra Fitzpatrick

Paraprosdokian

Paraprosdokians (Winston Churchill loved them) are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected; frequently humorous. Enjoy!

Where there's a will, I want to be in it.

The last thing I want to do is hurt you. But it's still on my list.

Since light travels faster than sound,
some people appear bright until you hear them speak.

If I agreed with you, we'd both be wrong.

We never really grow up, we only learn how to act in public.

War does not determine who is right – only who is left.

Knowledge is knowing a tomato is a fruit.
Wisdom is not putting it in a fruit salad.

To steal ideas from one person is plagiarism. To steal from many is research.

I didn't say it was your fault, I said I was blaming you.

In filling in an application, where it says, 'In case of emergency, Notify . . .'
I put 'DOCTOR'.

Women will never be equal to men until they can walk down the street with
a bald head and a beer gut, and still think they are sexy.

You do not need a parachute to skydive.
You only need a parachute to skydive twice.

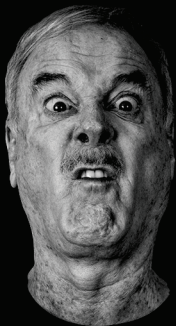
I used to be indecisive. Now I'm not so sure.

To be sure of hitting the target, shoot first and call whatever you hit the target.

Going to church doesn't make you a Christian
any more than standing in a garage makes you a car.

You're never too old to learn something stupid.

I'm supposed to respect my elders,
but it's getting harder and harder for me to find one now.



From **John Cleese**

The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from "Miffed" to "Peeved." Soon though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." The English have not been "A Bit Cross" since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from "Pissed Off" to "Let's get the Bastards." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed Frances white flag factory, effectively paralyzing the country's military capability.

Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat perations" and "Change Sides."

The Germans have increased their alert state from "Disdainful Arrogance" to "Dress in Uniform and Sing Marching Songs." They also have two higher levels: "Invade a Neighbour" and "Lose."

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels ...

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia meanwhile, has raised its security level from "No worries" to "She'll be right, Mate." Two more escalation levels remain: "Crikey! I think we'll need to cancel the barbie this weekend!" and "The barbie is cancelled." So far no situation has ever warranted use of the last final escalation level.

Regards,

John Cleese, British writer, actor and tall person

For Sale

1962 Morris Minor 1000. Awesome order, not used by present owner so needs a loving home. Asking \$7000. It could not be restored for that sort of money
Ph 027-480 3308

Morris 10 1940's. Shed stored with some parts. Complete car going. Open to offers.
Phone Graham on 348 3104

Mark 1 Consul. Complete car in going order. Open to offers.
Phone Graham on 348 3104

1956 Hillman Californian. (Rare 2-door hardtop version of the Mark VIII ohv Minx.)
Contact Paul Wright, phone 07 871 4541, email wright524@xtra.co.nz

1952 Morris Minor 4-door, side valve. One South Island family ownership for decades, original paint, very well maintained and original throughout. Asking price is \$5000.
Contact Ronald Mayes for further details 07-347 8490 or randgmayes@gmail.com

SALES TALK

A husband and wife are getting ready for bed. The wife is standing in front of a full length mirror taking a hard look at herself.

"You know dear," she says, "I look in the mirror, and I see a middle aged woman. My face is all getting wrinkled, my hair is going grey, my shoulders are hunched over, I've got fat legs, and everything is all droopy". She turns to her husband and says, "Tell me something positive to make me feel better about myself."

He studies hard for a moment, thinking about it, and then he says in a soft, thoughtful voice, "Well..... there's nothing wrong with your eyesight."

Club Run - Katikati Bird Gardens

Those who took part were:

Bill and Adelai Skelton
John Peters and Jenny Gill
Maurie and Shirley Crowe
Lyn and Ken Rowson
Pat and Bob McKay
Evan and Wyn Dorrington

Austin 7
Triumph Stag
Modern
Modern – Rally Plotters
Triumph Vitesse
Modern

*"When it comes to getting older,
we're all in the same boat,
except some of us have been in it a little bit longer."*

Do you know this Daimler?

Hello Rotorua Vintage Car Club,

I am trying to get in touch with the owners of a **1966 Daimler with the Licence plates RQ2528**. My Grandfather built this car, but after he passed away my Grandmother sold it on. I am now trying to get in touch with the owners so I can ask them if they do go to sell it at some stage that I'd like to buy it back.

My grandmother told me that she sold it to some people that lived in Rotorua so I thought that they might have registered with your club.

Any help will be greatly appreciated.

Thank you!

Joe Edlin

email josephedlin@hotmail.com

Did you enjoy this issue of
Side Curtains?

Would you like to
read more local and
relevant items?

Do you have a story to tell?

If yes, then all you need to
do is write down the stories
from your own road trip
adventures, tales from your
youth, top secret car related
knowledge and tips or simply
a report on the last RVCC or
other club event you attended.



You don't need to be the next Shakespeare,
just someone with a bit of passion for the topic.

All submissions gratefully received,
however inclusion is at the Editor's discretion.

Contact John on 348 6825 or jwpete@xtra.co.nz
to find out how you can contribute
to your club magazine.

Coming Events

	DAY	WHAT	MEET	STARTING PLACE	PAGE
February	11	Club Night	7.30pm	Clubrooms	6
	15	Club Captains Run	9.30am	Clubrooms	6
	18	Midweekers	10.00am	Clubrooms	6
March	11	Club Night	7.30pm	Clubrooms	
	15	Chairman's Run	TBA	TBA	
April	8	Club Night	7.30pm	Clubrooms	
	12	Night Run	TBA	TBA	
May	13	Club Night	7.30pm	Clubrooms	
	17	Club Run	TBA	TBA	

*"No road is long
with good company."*

Newsletter Contributions

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

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

These can be **emailed to jwpete@xtra.co.nz**

or posted to 9 Taiporutu Place, Rotorua, 3015.

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

Text should be provided in MS Word format.

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

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



ROTORUA VINTAGE AND VETERAN CAR CLUB

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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.