

SIDE CURTAINS



M A Y
2014



THE MAGAZINE
OF THE
ROTORUA
VINTAGE
AND VETERAN
CAR CLUB

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



○ ROTORUA ○

Cover Photos

Top: 1963 MK 2 Jaguar
Owners: Watson Family

Lower: 1975 Austin A35
Owners: Couchman's

Back Cover: What is it? A Ford X-2000
Owners: Never made

*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

CORPORATE WORK: newsletters, magazines, logo design, brochures, business cards, booklets, reports, presentations.

PERSONAL STATIONERY: invitations, personal contact cards, thank you cards, announcements, photo greeting cards.

And lots, lots more!

Contact Catherine for affordable, professional design and printing!

Tel/Fax: **09-828 4500**, Mbl: **021-109 3204**

Email: **documentsbydesign@gmail.com**

PO Box 27 638, Mt Roskill, Auckland

SIDE CURTAINS MAY 2014

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



Clubrooms: Neil Hunt Park, Tarawera Road, Rotorua

Postal: PO Box 2014, Rotorua **Email:** rotorua@vcc.org.nz

Website: www.rotoruvintagecarclub.org.nz

Sun Alliance Agency Number: HO 0300146

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

OFFICERS

| | |
|-------------------|---------------|
| Patron | Bob Mowbray |
| Chairperson | Andy Watson |
| Secretary | Lois Thompson |
| Treasurer | Mary Watson |
| Club Captain | Angie Brunton |
| Asst Club Captain | Roger Nelson |

COMMITTEE

Steve de Jeu
Mel Cooper
John Peters

| | |
|----------------------|--|
| Past Chairman | Mel Cooper |
| Mid Weekers | Rocky Fiske |
| Social Convenor | Vacant |
| Side Curtains Editor | John Peters |
| Beaded Wheels | Ronald Mayes |
| Tea Persons | Pat Burr Pat MacKay Marilyn Sarich |
| Custodian | Maurie and Shirley Crowe |
| Librarian | Dorothy Clouston |
| Asst. Librarian | Vacant |
| Cards and Flowers | Adelai Skelton |
| Hon Solicitor | Barry Rodgers |
| Hon Auditor | Murray Farquhar |

CONTENTS

| | |
|--|----|
| From the Chair | 2 |
| From the Club Captains desk | 3 |
| Editorless | 4 |
| Gas Hot Water Unit | 4 |
| General Notices | 5 |
| Notice of Annual General Meeting | 5 |
| <i>Upcoming Events</i> | |
| Diary Dates | 6 |
| Club Night | 6 |
| Chairman's Run | 6 |
| Mid Weekers | 6 |
| Notice of AGM | 7 |
| Annual Dinner and Prize Giving | 7 |
| <i>Event Reports</i> | |
| Midweekers - Taupo | 8 |
| Three Rivers Rally- Gisborne | 10 |
| Alvis Club Visit | 11 |
| 1936 Rolls-Royce 20-25 H.P. | 12 |
| Experts warn of more car recalls ahead | 14 |
| First ute is 80 years old | 15 |
| Now, that is technology at its finest | 18 |
| Forty vintage cars to motor into Taupo | 19 |
| Welcome to the 21st Century | 20 |
| For Sale | 20 |
| Who is the Club Member? | 20 |
| Coming Events | 21 |
| Newsletter Contributions | 21 |

From the Chair



Those that were absent from the April Club Night missed a great opportunity to view a 1936 Rolls Royce 20/25 Sports Tourer coach built by Gurney & Nutting and recently purchased by Auckland members Mike and Sue Coleman. They are relatives of Bob Mowbray and had come down to visit him, and it was fortuitous that their visit coincided with our Club Night.

Mike and Sue had imported the car from the USA, sight unseen in 2012. As it is right hand drive the previous owner had had a few mishaps with the left hand side front mudguard hitting his garage door. However, Mike has had this professionally repaired. The coach builders G & N usually worked on Bentleys but an equivalent Bentley is around \$20K dearer than the Rolls Royce. Mike has also refurbished the wood trim and fitted a Laycock overdrive that he imported from England. The overdrive brings down the revs of the 3.7 litre 6 cylinder engine to a more acceptable level for the cruising speeds of today's traffic. This was not an easy conversion but Mike finally got it sorted after obtaining the correct length drive shaft, the wrong one having been sent out.

The car has some interesting features such as variable ride, controlled from a switch on the steering wheel and a duel ignition system having both a coil and a magneto set up in case of coil failure. Whoever sped the car originally was obviously going to be doing a lot of night driving as it is fitted with huge headlights, a flame thrower of a spotlight and two fog lights. A magnificent car and pleasing to see a car like this brought to NZ. Thanks Mike and Sue for allowing us to get up close to your car which Mike says is going to be used and not mollycoddled.

Our guest speaker was Jude from St Johns Ambulance who gave us a very professional, informative and interesting talk on medical alarms and the benefits of having one. Apart from the obvious, you can activate them for any emergency such as prowlers or in the case of fire. Once activated the control centre will phone and if no response, will dispatch an ambulance. Even if you have company with you and a need arises, just activate the alarm instead of dialing 111 and this circumnavigates the necessity of explaining in detail to the 111 call centre. The alarms have a range of about 300 metres and can operate without a landline, using the cell network if required. Also, the circuit is checked every 24hours by the provider. Jude answered our questions and left some information behind for those of us that could benefit.

Now, I believe that the Club Captain and the Side Curtains Editor are not seeking re- election at the forth coming AGM, so what a great opportunity for you to get involved.

Cheers, Andy

From the Club Captains desk

This is my last report as Club Captain and I have enjoyed the role and the support I have had from club members in helping me plot Rallies etc.

The AGM is on Wednesday 14 May and it would be great to see a good number of members attending. There are going to be a few vacancies on the committee so please think about standing.



Our guest speaker this month was Jude from St John speaking about personal alarms which was very interesting, and food for thought when I am always leaving Des at home alone.

We also saw a Rolls Royce instead of the expected Austin. It was a beautiful car that many members spent time hovering over at the end of the meeting.

Earlier this month we had the annual night run which was plotted by Ken and Lyn Rowson who won last year. I wasn't able to attend the run but understand the meal was good and everyone made it back to the clubrooms. The winners will be announced at the prize giving dinner on 7 June, and they will have the privilege of plotting next year's run. I think I said it last year when we had the dawn run, that maybe this is the way to go for the night run as old cars and their not-so-good headlights are dangerous in the dark. Also it's very hard for the plotters to come up with questions that can be seen.

We also had the privilege of hosting the Alvis club for a luncheon on Saturday 5 April and the North Island Club Captains tour for dinner on Monday 7 April. It was good to see a number of our members attending. I wish to thank those ladies and gentlemen who helped with the catering and the dishes. It is great to see the club rooms and kitchen being put to good use.

Saturday 7 June will be the annual prize-giving dinner. This year we will be holding it at the club rooms. A buffet dinner will be served at 6.30pm. \$20 per person, and BYO. If you haven't returned your trophy please do so on Club Night.

Safe motoring everyone.

See you at Club Night.

Angie Brunton, Club Captain

Editorless

There is an article in this month's Side Curtains "Welcome to the 21st Century". I can see that the 21st century is very active in our club:

| | | |
|-----------------|-----------------|-------------|
| Chairmanless | Clubcaptainless | Editorless |
| Gardenerless | Treasurerless | Cleanerless |
| Forthcomingless | Articleless | |



These are just a few, but at times there are one or two "lesses" of which we have too many and that is: *Lazyless by Blameless members.*

Now is your chance to step up and make a change. Tell me I am wrong!!! What do you want to read in your Magazine? Just drop the Editor a line, as there is a lot of information that can be found on the web.

Jenny and I (sounds a little Royal) would like to thank Andy, Angie and Rocky for their reports every month for the last three years and also everyone who has supplied us with something for our Side Curtains.

The last month was a busy month for our club. Apart from our two runs, we have catered for the Alvis (no not the King) car club for lunch, followed closely by the North Island Club Captains Tour for dinner.

There are a lot of people saying that they are sick of all the rain, but where would we be without it: like parts of Australia where it rains once in a blue moon. Be thankful that we have quite a good climate here, which is about to change over the next year or so, so they say.

Ed
(Jobless)

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.

General Notices

For the benefit of new members.

At 'The Top Place' in Clayton Road there is a stock of Rally Number Holders and Emblems for the name badges. The Rally Number Holders are \$25 and the Emblems are \$5 each.

Please wear your Name Badges at club nights and events. We might know who you are but we do have the odd visitor and new member. If you haven't got one, buy an emblem and then go to Knox Engravers and they will make your badge.

Beware; the Treasurer is collecting fines of 50cents from anyone found not wearing their badge at club events. *(Including herself? Ed)*

Club Vehicle Identification Certificate (VIC) Certifiers for our Branch are Cliff Wickham and Doug Green. Please ensure that all details on the VIC forms are correctly filled in. Remember that the car is not inspected and it is not up to the Certifiers to ensure your details are correct.

Club Members' Car Photos are organised by Doug Green. It is the intention of the club to have all members' vehicles displayed here during their membership of the RVVCC. This is done at the club's cost. Phone Doug on 333 2726 if you haven't arranged your photo yet.

Also if you want your pride and joy on the front cover of the mag, email the Editor a good quality photo.

Approved committee meeting minutes from each months meeting, (which usually happens on the Monday following each club night), are available for viewing in the club library.

If anyone would prefer to receive an electronic version of the magazine, let me know, save on postage and you'll get it quicker!

I am grateful for articles passed to me for publication, unfortunately some are copied from other publications which are poor in quality for reproduction purposes. Fuzzy black and white photos do not scan well! So the articles have to be retyped and attached photos ditched, which of course makes the article less interesting. So it would be helpful if in future the original file can be obtained from the source.

If anyone wants to post something on this page just email or snail mail the editor, email address: jwpete@xtra.co.nz or 9 Taiporutu Place, Springfield, Rotorua 3015.



DIARY DATES

Next club night: 14 May, 7.30pm

Next committee meeting: 19 May, 5.30pm

Club Night

Wednesday 14 May

No car on display or guest speaker as it is the AGM.

Chairman's Run

Sunday 18 May

Meet at 109 Western Road, Ngongotaha at 9:15am for a leaving time of 9:30am sharp. The run will be through to Hamilton to visit the Classics Museum. They are holding a swap meet that day. Entry to the swap meet is a gold coin donation which will also give a half price entry to the museum. There is an on-site diner. Apparently they have adequate parking. If you want to know more I suggest that you visit www.classicsmuseum.co.nz or phone me.

Andy

Mid Weekers

Wednesday 21 May

Meet at the clubrooms for morning tea at 10am. This month we have organised a shorter local run, the return trip to the clubrooms is 53 miles. It is a very scenic drive, however there will be five and a half miles of gravel road that we will negotiate very slowly, so it won't be a problem. Along the way we will lunch at a cosy "Licensed café" that has a good range of cabinet and menu food at very reasonable prices.

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

Notice of Annual General Meeting

The Annual General Meeting will be held 14 May 2014.

The Agenda is: • Apologies • Minutes of last years AGM

• Chairman's Report • Financial Report

Election of Officers and committee • Remit • General Business

REMEMBER, only financial members may vote.

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

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

NOTICE OF MOTION TO RESCIND A MOTION

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

Annual Prize-giving Dinner

Saturday 7 June

Our annual prize-giving dinner will be held at the clubrooms at 6.00pm for a 6.30pm dinner.

Cost \$20.00 per person. This is a BYO.

**Tickets available at the AGM,
Andy Watson at The Top Place or
Lois Thompson at Rotorua Childcare.**

Midweekers - Taupo

Wednesday 16 April

What a good way to spend a grey day. We met at the clubrooms for morning tea; the numbers were down a bit with seven cars and 15 people, and two of those cars were modern.

We set off for Taupo, stopping at the Waiotapu loop road mud pools along the way as they are always so interesting, especially on a grey day as they always look better. This gave the slower cars a chance to carry on and get to lunch on time. Lunch destination was the new Mitre 10 store just off the new expressway.

By the time we got to lunch the numbers had risen to 19 as Alf and Margaret Steiner from Galatea joined us, along with their two visitors from Germany.

After a very nice lunch there was time to have a brief roam around the massive new Mitre 10 which seemed to be buzzing with people.

Next we drove through the Taupo Botanical gardens before encroaching on the private collection of memorabilia owned by Kurt Stockman. And as I was told, it was a collection like you had never seen before.

It was great to see the ladies amused as there was a lot of antique kitchen ware that brought back plenty of memories, as well as old type automotive industry items.

Time was limited as Kurt had taken time away from work to



open up his two garages for us, so a big thank you to Kurt for sharing your collection with the Midweekers, we all came away with big smiles on our faces.

Thanks to all for the great day, and aren't those days getting short now!

Rocky



Those that participated were:

Bob and Pat Mackay
 Rocky and Rebecca Fiske
 Des and Angie Brunton
 Evan and Wyn Dorrington
 Denis and Pat Burr
 Gordon and Stella Cate
 Bill and Adelai Skelton &
 Dorothy Clouston
 Alf and Margaret Steiner &
 visitors from Germany

Triumph Vitesse
 Triumph Herald Coupe
 Morris 8
 Morris Minor
 Dodge
 Modern
 Modern

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

Three Rivers Rally- Gisborne

Thursday 14 February

Doreen and I headed off to Gisborne at 4pm in the Graham Paige, arriving at 9.30pm, where we stayed at the Top 10 Holiday Park. On Friday we had the day to ourselves, so Ken and Lyn Rowson with Doreen and myself headed out to the Rere water fall and the Rere rock slide, then had a cuppa at Eastwood Hill National Arboretum, where we did a fair bit of walking - ask Ken!! Then we thought it would be great to do a visit to the Vineyards for lunch and have a glass of wine, cheese etc. This was enjoyed by us all. Back to Gisborne and we visited the Cider factory, before heading back to our unit for a quiet drink before going out to the Gisborne Car club for dinner, and have a catch up with other members from other car clubs.

On Saturday we got away at 8.45am for a 115 mile run through town, then out onto the country roads heading South over good metal roads for a couple hours and down through large sheep stations. Then it was onto Mahia Beach for lunch, what a great spot for a picnic, and the sea was so calm and picturesque. After lunch we watched a mobile hydraulic boat carrier, which is designed to carry and unload the boat out into the channel in approximately 500 metres of water and then comes back onto the beach where it stays until they get the call the boat is coming back in. The operator then comes back down the beach, goes back out into the water and takes the boat back home. (No wet feet)

After lunch it was a short one hour trip back to Gisborne, or a longer trip back through Wairoa and Frasertown, where we stopped for an ice cream and a short break. Then off up the Tiniroro Road for a two and a half hour trip through the original gentle Annie, where we saw some great farms and scenery. Then it was back to Gisborne in time for a quick shower and off to dinner and prize giving at the C.T.Club.

Sunday and it was back to Rotorua with lunch at Opotiki, arriving home at 3pm. What a great weekend and a great rally, all thanks to the Gisborne branch. We covered five hundred and seventy miles and loved every minute of it. The weather was just lovely so no complaints there.

Thank you again Gisborne for a great Rally.

Doug and Doreen Green (Graham Paige)

Alvis Club Visit

Saturday 5 April

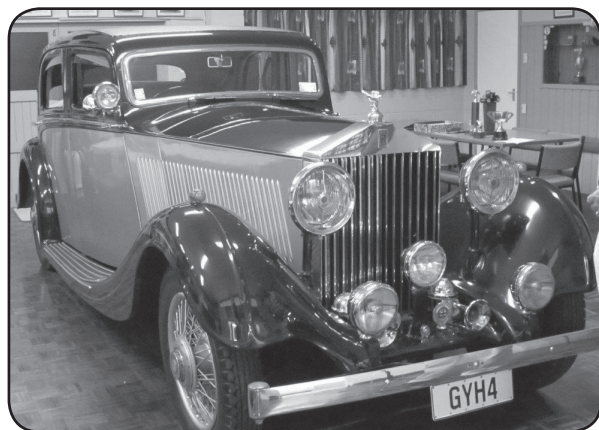


1936 Rolls-Royce 20-25 H.P.

The surprise appearance of Mike and Sue Coleman's car at our April meeting overwhelmed me and it was not until I read more about the model that I realised I had been in error in thinking that GYH4 was an early example. In fact, it was built near the end of the production run. Rolls-Royce chassis numbers run with 3-letter prefixes rather like our current number plates and 20-25s started at GXO11 and ended at GTK63 without 13 being used in any series. 3823 chassis were built.



The 20-25 hp, introduced in 1929, was a development of the “small” owner-driver 20 hp of 1922-29 and was followed by the 25-30 hp and then the Wraith in 1938. All had overhead valve 6 cylinder engines starting at 3127cc and growing to 4257cc. Compare those sizes with those of the 40-50 hp (7428cc from 1909), the 1925 Phantom I and 1929 Phantom II (7668cc), and the V12 Phantom III of 1937 (7338cc!)



According to my records Mike and Sue's car dates from 1935, but it may not have been delivered until 1936 due to the time taken to build its body. The Gurney Nutting 4-light sports saloon body looks very much like that illustrated in *Rolls-Royce – 75 years of Motoring Excellence* by Edward Eves, but has a much lower roof line, perhaps as requested by the original owner.

The engine is an overhead valve six of 3699cc, bore and stroke 82 x 114mm, with a 7-bearing crankshaft and a compression ratio of 5.75:1 and an SU type carburettor was fitted. The 4-speed gearbox had synchromesh on 3rd and 4th and the differen-

tial ratio was 4.55:1. (Mike has had a Laycock-de Normanville overdrive unit fitted separately, behind the gearbox – it appears to be a J-type) which operates only when in 4th gear and gives a notable reduction in engine speed at open road speeds.

1935 Autocar road test figures show that a car with a typical saloon body would weigh about 4200 lbs, have a top speed of about 73 mph, a 0-60mph time of about 31 seconds and fuel consumption of 15-17mpg. The up to the minute engine, transmission, braking, steering and handling made it a very pleasant car to drive.

Ronald Mayes

The Exam

Joe, a college student, was taking a course in ornithology, the study of birds. The night before the biggest test of the semester, Joe spent all night studying. He had the textbook nearly memorized. He knew his class notes backward and forward. Joe was ready.

The morning of the test, Joe entered the auditorium and took a seat in the front row. On the table in the front was a row of ten stuffed birds. Each bird had a sack covering its body, and only the legs were showing. When class started, the professor announced that the students were to identify each bird by looking at its legs and give its common name, species, habitat, mating habits, etc.

Joe looked at each of the birds' legs. They all looked the same to him. He started to get angry. He had stayed up all night studying for this test and now he had to identify birds by their LEGS? The more he thought about the situation, the angrier he got.

Finally he reached his boiling point. He stood up, marched up to the professor's desk, crumpled up his exam paper and threw it on the desk. "What a ridiculous test!" he told the prof. "How could anyone tell the difference between these birds by looking at their legs? This exam is the biggest rip-off I've ever seen!"

With that, Joe turned and stormed toward the exit. The professor was a bit shocked, and it took him a moment to regain his composure. Then, just as Joe was about to walk out the door, the prof shouted out, "Wait a minute, young man, what's your name?"

Joe turned around, pulled up his pant legs and hollered, "You tell me, prof! You tell me!"

Experts warn of more car recalls ahead

The sharp increase in the number of cars recalled in the United States over safety issues and defects points to a worrying trend, a German automotive think-tank has warned.

More than 20.5 million vehicles were recalled in the US during 2013 - five million more than in the previous year, said the study conducted by the Centre of Automotive Management (CAM) in Bergisch Gladbach.

Most of the recalls were caused by electronics and safety glitches, such as defective ignition and airbag faults, said Stefan Bratz, the author of the study. Drive-train problems including the risk of engine fires ranked second. The risk of recalls is set to rise, since many manufacturers base a range of multiple models on the same modular platform.

Their aim is to cut costs and to make production leaner, but this practice could rebound on carmakers since a fault in one common component is likely to affect many different models that use the part.

This in turn leads to much more expensive recall actions. In one campaign, 2.7 million Hyundai and Kia models were recalled over a potentially faulty switch and a loose headliner which could affect airbag deployment.

Hyundai-Kia tops the US recall stats with a recall quota of 263 per cent of new cars sold. Second place goes to Fiat-Chrysler, followed by Toyota. The fourth slot goes to BMW. Recalls by Europe's biggest carmaker Volkswagen rated below average last year, despite a small rise in recall numbers. Of the carmakers examined, Daimler recalled the lowest number of cars.

The recall quota refers to the ratio of recalls to cars produced. The figure can be higher than 100 per cent, since a recall may span cars produced over a period of several years.

Recall requirements in the United States are particularly strict and the risk of companies being taken to court over defects is greater. This makes the US market a good indicator of recall activity.

A US congressional committee recently said it is investigating perceptions of delay in General Motors' recent recall of 1.6 million cars over faulty ignition switches.

-AAP

First ute is 80 years old

MILESTONE: Ford is celebrating the 80th anniversary of its Australian invention of its ute, which led to the development of vehicles such as the F-Series and Ranger (background).

You'd think the Americans had invented the ute, after all the US's roads are teeming with them and for almost 40 years, the F-150, GM Sierra and Silverado and Dodge Ram have dominated the sales charts, with sedans not having had a look-in in years. But it was the Aussies who did it.

Ford has put things straight, with the Detroit-based company celebrating the 80th anniversary of the ute, as the forerunner of modern pickup trucks, acknowledging that we can all thank a Victoria farming family or more accurately the lady of the house for the idea in the first place.

Back in the early 30s a 23-year-old Ford Australia designer called Lewis (Lew) Bandt created the ute by listening to that farming family's request for a vehicle with more "utility". Hence the name, well in this part of the world, anyway.

Like all good ideas, the first integrated passenger-car based ute was born out of necessity, as with the first Model T.

In mid-1933 the then managing director of Ford Australia, Hubert French, received a letter from a farmer's wife in Gippsland, Victoria.

She wrote: "My husband and I can't afford a car and a truck but we need a car to go to church on Sunday and a truck to take the pigs to market on Monday. Can you help?" What the customer wanted was a vehicle with passenger car comfort that could also carry loads.

French passed the letter on to Bandt, who had joined the company only a few years previously as Ford's sole designer. Bandt had already shown some flair for design, a trait he was to repeat several times for Ford before he retired in 1975.

Ironically Lew Bandt was to die in 1987, after being involved in an accident driving a restored version of the very vehicle he helped make famous.

Bandt's take on the passenger car-based utility was considered revolutionary at the time. Until the early 1930s, many car manufacturers and vehicle body builders had constructed wooden or metal "utility" bodies on car chassis. Henry Ford's Model T was a particular favourite and Ford T buckboards and utility runabouts were to be found on farms and delivering goods in towns and cities throughout the world.

Ford's truck teams translate customer needs into innovations more than ever, in-

cluding the all- new 2015 F-150 with high-strength, military-grade, aluminum alloys throughout the body.

Ford sold more than 1 million pickups globally in 2013 based on Ranger growth in Asia, F-Series' 37th straight year as America's best-selling truck and the "International Pick-Up Award 2013" in Europe.

Ford is celebrating the 80th anniversary of its Australian invention of the iconic ute, which led to the development of vehicles such as the F-Series and Ranger and propelled the company to years of truck leadership.

Not only was it an Australian invention, but the concept has been exported to the world, reinterpreted by other manufacturers and gained a legion of fans everywhere.

Where Bandt's design differed was that he developed his Ford utility as a coupe (two-passenger, steel-panelled, glass-windowed car) with an integrated steel- panelled load carrying section at the rear. What Bandt did was to blend the pickup sides into a coupe body, which provided a cleaner profile and increased the load area behind the cabin.

Bandt sketched out his ute on a 10-metre blackboard, giving it a 545kg payload on a wheelbase of 2845mm.

He completed his original design in October, 1933, and quickly produced two prototypes for testing. By January 23, 1934, he had the final drawings and the new Ford ute went into production with Bandt christening his design a "coupe- utility". When the first utes came off the production line in 1934 two were sent to Canada. The car even caught the eye of Henry Ford.

Bandt's original full-scale blueprint drawings of the 1934 coupe utility are now archived in Australia and the rebuilt version of the Bandt coupe-utility is - appropriately - housed in a museum in the rural Victorian town of Chewton, near Melbourne.

In its day, the Ford coupe- utility boasted a V8 engine and three-speed manual gearbox while its suspension was by transverse leaf springs at the front and heavy duty semi-elliptic rear springs at the rear.

The cabin was the same as that of the four-door Model 40 Ford five-window coupe. But, instead of the rear luggage compartment or "dicky seat", Bandt added a wooden-framed utility section with steel outer panels welded to the coupe body to form a smooth- sided vehicle.

The result was quickly hailed as the "must have" vehicle for the rural communities and Ford says that 22,000 were sold between 1940 and 1954.

Lew Bandt's daughter, Dr Ros Bandt, said it was her father's stunning foresight to

marry beautiful design and on-the- ground practicality and make it available to all Ford customers.

“I can’t imagine what it must have been like in this pressured war-torn time in the 1930s to have the vision to create an affordable ute on the land to help with everyday tasks, both work and play and be able to connect over distance,” Dr Bandt said.

“Dad created a brilliant stylish workhorse, which is the legacy he has left to all farmers and owners who enjoy and depend on their utes worldwide. In his words; he wanted the farmer’s wife and the pigs to have a glorious ride.”

Lewis Bandt’s coupe utility was a first for Ford Australia and his ingenuity had a great impact on the then developing Australian car industry.

The original Bandt-designed Ford ute paved the way for what has morphed into some of the world’s biggest selling vehicles - the pickup or utility. It also spawned the Falcon ute, which has been a firm favourite with customers since the first Falcon XK ute was launched in 1961.

Over the years, Ford’s arch rivals in Australia - Holden and Chrysler - have built their own interpretations of the ute concept.

Right now, as Australian car manufacturing slowly comes to an end, the Holden Commodore- based ute actually outsells the Falcon version, while the Chrysler has long gone and used examples have become collectors’ items.

It’s argued that they have all become victims of that new force in the lifestyle and work ute business - the truck-based single and twin cab ute, usually from Japan, but now being joined in the genre’s burgeoning marketplace by Chinese, Korean and German- sourced vehicles.

However, Ford is doing well in the area and its current Ranger design - developed and engineered in Australia and built in Thailand - often heads off the ubiquitous HiLux on New Zealand’s monthly sales charts. It’s also the first-ever commercial vehicle of any type to win New Zealand’s most revered award, that of Fairfax’s AMI Insurance NZ Autocar Car of the Year.

Ford sells more than a million trucks and utes globally, with the US’ F-Series being not only the biggest-selling ute, but the biggest- selling vehicle of any type.

Overall, 33 million F-series trucks have been sold, which is twice as many as the next most numerous North American vehicle, the Model T at 16.5 million.

In South America a whole new genre of front-drive, hatchback-based utes has appeared, with Peugeot, Fiat, GM and VW products proving popular with smallholders and young lifestyles.

- © *Fairfax NZ News*

Now, that is technology at its finest

Great! This will drive the liberals nuts.....and handle the problem.

The Israelis are developing an airport security device that eliminates the privacy concerns that come with full-body scanners. It's an armored booth you step into that will not x-ray you, but will detonate any explosive device you may have on your person.

Israel sees this as a win-win situation for everyone, with none of this crap about racial profiling. It will also eliminate the costs of long and expensive trials.

You're in the airport terminal and you hear a muffled explosion. Shortly thereafter, several announcements: "Attention to all standby passengers, El Al is proud to announce a seat available on flight 670 to London . Shalom!" and "Maintenance – Clean up at gate 2."

BRILLIANT...



Forty vintage cars to motor into Taupo

From an incredibly rare 1910 Alldays and Onions to a 1979 Holden Sunbird - there'll be something for everyone at the Taupo Vintage Car Club's 45th Vintage Car Rally this weekend.

The event is one of the highlights in the Taupo Car Club's calendar featuring more than 40 cars and drivers, most from out of town.

Club spokesman Graham Mock said the addition of the 1910 Alldays and Onions vehicle, coming from Taranaki, was a major coup as it was extremely rare.

About 10 locals will also take part, including Bruce Jefferies with his 1912 Model T Ford. A century old and still going strong, the car is a familiar sight around Taupo and is often part of Taupo's Christmas Parade as well as charity event *Cruising For A Cause*.

The car was found in bits in a loft in the late 1970s and underwent a total rebuild before being sold to Ralph Blyde of Matamata. Over the next 21 years, Mr Blyde rallied the car from one end of New Zealand to the other, enjoying his veteran motoring, and it was only due to ill health that he considered selling.

Mr Jefferies was chosen as the car's new owner and has had it since 2004. Since then he's taken it on various trips including the 90th Anniversary Northland Parliamentary Tour, the Vintage Car Club International Rally at Wanganui and the 19th Annual Model T Rally at Feilding.

This Saturday, the public will get a chance to view the cars before they leave for Mangakino. The cars will be parked in front of the Goodyear Auto Centre in Runanga St from 8am with the first cars leaving on the rally about 8.30am. The cars will leave at intervals with the last car away just before 9.30am. Cars and drivers will be at the lake reserve at Mangakino before returning to Taupo.

There are other events as part of the weekend. People will be able to see the rally cars on Sunday morning from 9.30am outside the clubrooms in Hickling Park.

All cars have to be more than 30 years old, with the most modern car the 1979 Holden Sunbird.

Taupo Vintage Car Club has 75 members and more than 100 cars and holds a club run once a month.

Reprinted from ROTORUA DAILY POST, Mar 8, 2012

Welcome to the 21st Century, The “Less” Century

Our Phones ~ Wireless

Cooking ~ Fireless

Cars ~ Keyless

Food ~ Fatless

Tyres ~ Tubeless

Dress ~ Sleeveless

Youth ~ Jobless

Leaders ~ Shameless

Relationships ~ Meaningless

Attitude ~ Careless

Wives ~ Fearless

Babies ~ Fatherless

Feelings ~ Heartless

Education ~ Valueless

Children ~ Mannerless

Politicians ~ Gutless

Everything is becoming LESS

BUT still our hopes are ~ ENDLESS

All this, quite frankly, leaves me ~ Speechless!!

For Sale

An old friend's **Volkswagen Beetle 1957**, original grey paintwork, full length folding sunroof. In very good condition but has not been started for several years (rego on hold.) It is in Papatoetoe. Present owner bought it from first owner in Hong Kong about 1960.

For sale as soon as possible due to owner's health and age. *Contact Ronald Mayes, 347 8490 or randgmayes@gmail.com before 8 May for further information.*

1992 Ford Model TT Truck

Recent engine work, with general refurbishment including repainting. New W.O.F. and registration. A very driveable vintage vehicle \$14,000 ono

Enquires to: David Taylor 07 343 9392 or John Kirkland 07 348 3844.

Who am I? Answers to April 2014 questions.

Reg Munro

Coming Events

| | DAY | WHAT | MEET | STARTING PLACE | PAGE |
|------|-----|------------------------------|---------|------------------------------|------|
| May | 14 | Club Night AGM | 7.30pm | Clubrooms | 7 |
| | 18 | Chairman's Run | 9.15am | 109 Western Rd Ngongotaha | 6 |
| | 21 | Midweekers Scenic Local Run | 10.00am | Clubrooms | 6 |
| June | 7 | Annual Dinner & Prize-giving | 6.00pm | Clubrooms | 7 |
| | 11 | Club Night | 7.30pm | Clubrooms | |
| | TBA | Club Run | TBA | TBA | |
| July | 9 | Club Night | 7.30pm | Clubrooms | |
| | 13 | Swap Meet | TBA | Paradise Valley | |
| Aug | 13 | Club Night | 7.30pm | Clubrooms | |
| | 30 | Sulphur City Rally | TBA | TBA | |

Newsletter Contributions

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

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

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

or posted to 9 Taiporutu Place, Rotorua, 3015.

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

Text should be provided in MS Word format.

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

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



ROTORUA VINTAGE AND VETERAN CAR CLUB

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.