

SIDE CURTAINS

The magazine of the
ROTORUA VINTAGE AND
VETERAN CAR CLUB

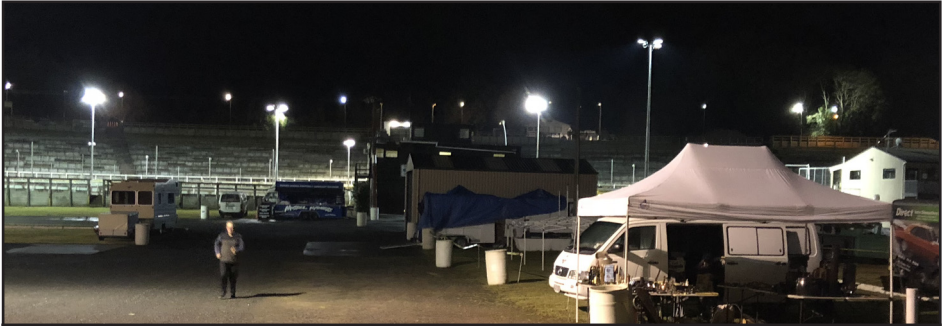
AUGUST 2018



WE'RE NOW ON FACEBOOK !

www.rotoruvintagecarclub.org.nz

Swap Meet, July 2018



SIDE CURTAINS - August 2018

The magazine of the ROTORUA
VINTAGE AND VETERAN CAR CLUB

Clubrooms: Neil Hunt Park, Tarawera Rd, Rotorua

Postal: PO Box 2014, Rotorua

Email: rotorua@vcc.org.nz

Website: www.rotoruvintagecarclub.org.nz

Vero Insurance: Phone 0800 658 411 and quote your VCC membership number

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

OFFICERS

Chairperson - David Tomlinson

Secretary - Dennis Whimp
Ph 021 731 678

Treasurer - Terry Fitzpatrick

Club Captain - vacant

Asst. Club Captain - Kevin Scott

Committee
Bob Mackay
John Peters
Terry Wadsworth
Ronald Mayes
Phil Monk

Mid Weekers - Bob Mackay

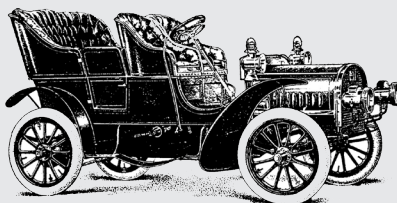
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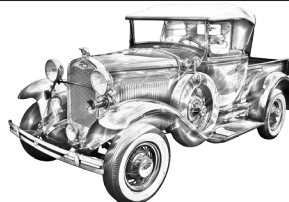
Cover Photos

Front - 1964 VDP Princess 1100

Back - July Midweekers Run

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.



Chairman's Report

- July 2018

by David Tomlinson



Hi all, what a busy month even in the middle of winter. A Special General Meeting, club night, the Swap Meet, then Fleur and Alex and I spent a week in Aussie which included a visit to the Gosford Classic Car Museum, then to the VCC AGM in Napier. We also of course had our midweekers run, so there was plenty going on.

At the July club night we had a SGM which unanimously set the Branch Levy for the next VCC financial year at \$30 for a full member (joint members don't pay the branch levy). This will ensure our continued operation, and will be reflected in the VCC invoice you get in October.

The Swap Meet was a big success, earning the branch a surplus of around \$10,000. I can't say thank you enough to all those who helped, especially the tired souls who helped clean up in the drizzle on Sunday afternoon. The public car park was full all morning, we had lots of show cars (mostly American) and vendors reported excellent sales. Leah Hoffman of Rotorua won the \$100 draw prize for show cars with a very nice 1972 Ford Cortina Mk3 which is only just back on the road after restoration.



On club night we had Ronald and Gloria Mayes' Princess 1100 in the room, and there is an item on this later in this issue, with the car also pictured on the front cover.

For the second week of the school holidays, Fleur and I travelled around NSW for a week with young Alex, and included visits to the Junee Licorice Factory which has a lot of older Australian Ford cars on display, and the Gosford Classic Car Museum. This museum in Gosford is a

spectacular display, and ALL cars are available to purchase. Very few are priced, but there was a Lamborghini Muira which had AUD\$1.85 million on it. Out back they had a lot of 50s and 60s Eastern block cars, including a few unusual Russian models, many with V8 engines. They had an amphibious Amphicar, many vintage cars and quite a few American cars from the 50s through to the 70s. Worth a visit, it is an hour north of the Sydney Harbour bridge, just as you come into Gosford.

During July the Bay Of Plenty branch visited Rotorua on their monthly club run and had a guided tour of Kiwi Metal Polishers, which is owned by Doug and Doreen Green. I understand they had a great day there.

I also bought a cheap (but going!) “basket-case” Rolls-Royce Silver Shadow, which was sold new in NZ in 1975, but it is well beyond rescue. I am not sure what I will do with it, but I suspect its only future is as a parts or donor car for someone.

I attended the VCC AGM in Napier. The most important thing affecting our members is that the VCC national membership fee will go up by \$5 for a full member and \$1 for joint members. Also, the second of the two similar Notices Of Motion passed, basically stating that a car will not be eligible for P80 until the year after it turns 30. Many other matters were addressed and I will relay many of these at Wednesday’s club night, and in future issues of Side Curtains.

Don’t forget our big driving event for the year, the Sulphur City Rally at the end of this month. Fleur & I will be taking two cars with Sean and Kate navigating, boys vs girls. Entry forms in the clubrooms and online.

At the end of October the mid-weekers will have their four day Spring Tour, there is a program later in this issue. Also, in November our combined run with other regional branches is being fleshed out, and will likely conclude with a picnic lunch here in Rotorua.

Please don’t forget we are assisting with daffodil deliveries at the end of the month as part of the midweekers’ run.

I hope to see many of you at the Sulphur City Rally.

FROM THE SECRETARY

by
Dennis Whimp



Welcome to a new member

We welcome Eileen Bridgens who is the partner of Phil Monk and joins as a joint member. We look forward to seeing you in one of the many vintage cars from the Monk fleet.

Rotorua Creative Fibre

We are now hiring out our clubrooms one morning a week to the Rotorua Creative Fibre group. Their meetings are on a Thursday morning from 9am to around 12.30pm. They are a very friendly group of mainly older women (plus the occasional man) who after their first meeting left the clubrooms in a very tidy state. We have allowed them to store their items in the previously empty cupboards under the old bar and also in the empty spaces under the box seats. We have asked them to write their name on anything they decide to leave in the fridge, but at this stage they don't anticipate leaving anything there.

It does mean that at the conclusion of our meetings, we need to clean off the side tables in the main room. Other club and old magazines will all go into the library. Only the current months magazine will be left under the notice board.

Around and about

Amazing what is still out there. At the Swap Meet, a chap enquired about our club. He had just purchased an English early vintage car that had been disassembled and stored back in 1973. We will keep in contact and he will hopefully join the club. Chairman Dave just can't resist a bargain, this time another Rolls-Royce. A 1975 Silver Shadow. The shed must be full by now.

Rotorua Vintage & Veteran Car Club (Inc)

MITRE 10 MEGA

SULPHUR CITY RALLY

All branch members are encouraged to take part in our annual “Sulphur City Rally” to be held on 25th August. Printed entry forms are in the club rooms or can be downloaded from the branch website.

PROGRAMME

Friday, 24th August 2018

4.30pm Rally packs available at RVVCC Club Rooms

6.30pm Dinner at RVVCC Club Rooms (BYO)

Saturday, 25th August 2018

8.00am Tea/Coffee available at RVVCC Club Rooms

8.30am Briefing

9.15am First Car away

5.30pm Distinction Hotel, Rotorua (NO BYO)

CLASSES

Class 1 Veteran & Vintage vehicles

Class 2 Post-Vintage vehicles

Class 3 Post-War vehicles

Class 4 PV 60

Class 5 Commercial

Class 6 Post 1980

If you want to be a part of this rally but don't have an eligible car on the road contact the Rally Secretary to see if we can find an empty navigator's seat, or you could just be a passenger in another entrant's car. Already we have over 30 entries for what is set to be a great event. Entry fee details and option meal costs are on the entry form.

Car In The Room July 2018 - Vanden Plas Princess 1100

by Ronald Mayes

In the mid-1960s, if you lived in the UK and were looking for a new small-medium car, you could have chosen a model from between the two top sellers. The Ford Cortina Mk I came in basic, Super, GT or Lotus versions, with tried and true mechanicals, rear wheel drive, MacPherson struts at the front and leaf springs at the rear. BMC's 1100 had front wheel drive, Hydrolastic suspension, elegant styling by Pininfarina and as many versions as there were classes of potential buyers: Austin or Morris (depending upon where your loyalties sat), Wolseley for a bit more class and power (twin carburettors, the grille and a plain wooden dashboard with strip speedo), MG (the same, but with that magic name), Riley Kestrel (with round instruments and even a tachometer!) or (for the posh-suburb set or retired bank managers who had to give up the supplied Vanden Plas Princess 4 Litre R with its Rolls-Royce engine) the similarly-furnished Princess 1100.

I didn't fall into the posh Remuera, Kelburn or Fendalton suburb or retired bank manager class but when I first saw a Princess 1100, in 1967 in Wanganui, I was impressed by all of that woodwork, leather, thick carpets, cloth headlining and of course the grille, and I wanted one! I had just bought a 1965 Morris 1100 (formerly owned by Rotorua surgeon Jim Jardine and the youngest car I have ever owned.) My 1964 Princess 1100 turned up in Seabrook Fowlds' Hamilton showroom in 1969, \$2050 and I sold the Morris for \$1450. With that walnut dashboard and the top of the grille in front of me I could pretend I was driving a Bentley but with the nimble handling of the 1100 designs, although that long-stroke BMC A engine's low gearing (15 mph per 1000 rpm) was more suited to Britain's A roads at 50 mph than the M1 at 70. At 60 mph in NZ the engine was really asking for a higher top gear ratio.

Very briefly, how it came about: Guillaume Van den Plas began running a successful family-business carriage-building company in Brussels and Antwerp in the 1870s, and branched out into car body styling and building at the turn of the 20th century. In 1913 Theo Masui Ltd of London began building their bodies under license and changed the name to Vanden Plas (England) Ltd. Then came the Great War and the company was taken over by the Aircraft Manufacturing Company (Airco) to make aircraft components. Its chief designer was Geoffrey de Havilland. After the war's end the company was bought by its directors and became Vanden Plas (England) 1923 Ltd and set up shop in Kingsbury, London, very near W.O. Bentley's factory.

Through the 1920s and 30s bodies were styled and built for Bentley, Alvis, Rolls-Royce and many other makers. Word War II meant more aircraft work:

Tiger Moth airframes and, under great secrecy, wing spars and other parts for Mosquitos.

After the war the writing was on the wall for coachbuilt cars and Austins made an offer they couldn't refuse and so began the building of the Austin A135 Princess saloons and limousines. In 1957 an Austin A105 Vanden Plas appeared, fitted out with luxury interior trim, some 500 were built. In 1959 came the Princess 3 Litre on the body of the Austin and Wolseley model. The company had then become a car manufacturer in its own right so the car's name was Vanden Plas Princess 3 Litre. In 1963 currier Fred Connolly commissioned a Morris 1100 with all the Vanden Plas trimmings and a prototype Princess 1100 was shown at the Earls Court motor show. Everyone wanted one so they had to get busy building them. Body shells came from Austins in Longbridge for fitting out in Kingsbury. 15168 were built (mine is No. 838 from October 1964) before becoming the Princess 1300.

Meanwhile a collaboration with Rolls-Royce saw the only car other than an R-R or Bentley fitted with a Rolls-Royce engine! The Vanden Plas Princess 4 Litre R had an alloy version of the tried and true (but dated) overhead inlet/side exhaust valve 6 cylinder RR engine in a neatly updated 3 Litre body. 6999 were built between 1964 and 1968 - not the most successful luxury car, 1950s BMC handling and an engine which "would never forgive you if you let it overheat or neglected oil changes" but of course the interior was like an exclusive gentlemen's club lounge.

Princess limousine production ended in 1968 and the Daimler DS420 took its place. It used a Jaguar Mk X floor pan and mechanicals and a Vanden Plas - built body and was built up to 1992.

1974 saw the end of Princess 1300 production and it was replaced by the Vanden Plas 1500 - the top version of the Austin Allegro (The Princess name was taken for the wedge-shaped Austin/Morris/Wolseley 1800 replacement.) They also trimmed Vanden Plas -suffixed Daimler Sovereign 6 and V12 engined cars.

In 1979 the factory was closed. Vanden Plas spec. cars were built in other British Leyland factories and the name appeared many of the top of the line models on offer, including the 1985 Rover 3500 Vanden Plas which we owned from 1995 to 2002 before seeing the light about BL quality control (or the lack of it, and that's another story) and going back to a Triumph.



July 25th Midweek Run *by Bob Mackay*

Having set out to check some Bay of Plenty roads and arrange a suitable café, I then remembered that I had spoken, over a year ago, to a Kerry Guy, a gentleman living at Pukehina who had a new Morgan car under construction in UK and was very willing to show us the new car and talk “Morgan” on arrival. Having organised the run it was a good opportunity to visit Kerry and his new car; upon phoning him I found that the car had arrived about two weeks prior but he is now living in Katikati.

As I am now finding it increasingly difficult to find interesting cars or points of interest to visit I quickly cancelled the café run that was arranged and headed up to Katikati to arrange a new route and suitable café. With the arrangement of meeting at the club rooms already in place, we met as planned with morning tea being a little more hurried than normal, 10 club cars and one modern set off to the Chrome Café on the southern side of Katikati for lunch following which we drove to the new northern suburb to inspect the new Morgan. Admittedly it is not a vintage car but defiantly a car of great interest to those who appreciate the way cars used to be built.

The Morgan Company based in Malvern (UK) was founded in 1910 in the days when all cars were hand built, coach work being framed with timber (Ash) and panels individually hand made so no two cars would be exactly the same, to this day they still manufacture in the same way. They have a steel chassis, seats and upholstery are covered with the customer's choice of leather and trimmed and painted according to the customers specifications. Kerry has had a previous Morgan but due to his hip replacement he has problems driving a manual car so a new one was ordered from the factory with an automatic gearbox, not only is it the only one in New Zealand it is one of only three in the world with such a gearbox. At about 900kg with a 2 litre Ford (Mondeo) engine developing some 154bhp (165bhp/tonne) it is obviously capable of some serious driving. The car is yet to be seen on the New Zealand Roads as it is still waiting on compliance. With a few envious faces inspecting the car the ladies in the group looked very relaxed when they heard the price, shall we just say don't expect to see any added to the Rotorua membership.

<https://www.morgan-motor.co.uk>

BUY - SELL - SWAP

For Sale: 1977 Ford Granada 4 door sedan. Rego and WoF. 3 litre V6 with auto gearbox, \$6500

Phone Bruce on 348 2117

For Sale: 1959/60 Ford Prefect parts. Rear diff (complete with springs, wheels and tyres), 3 speed gearbox, phone John on 357 4876

For Sale: Roof rack, lightweight 1960s (?) German Engelmann brand, gutter mountings widely adjustable. 70 kg load limit. Excellent condition \$75 ono

Automatic transmission fluid, 2 x 4 litre containers Valvoline ATF Type F for Ford and BW 35 transmissions. Bargain \$30 each or both for \$50. Ronald Mayes, ph 347 8490, email: randgmayes@gmail.com



VCCNZ Manawatu Branch presents

Our annual UNDERCOVER Swap Meet Plus Car Show

Manfeild Park, Feilding
Saturday 6 October 2018

Sellers from 7am Kawakawa Rd Entrance **Public from 8am** South St Entrance

Entry: - Sellers \$20 Public \$10 (Children under 12 FREE)

Drivers of display vehicles – free admission. All show cars and  disabled parking use Kawakawa Road entrance.

Contact Trevor Hardy 027 477 0255 ts.hardy@xtra.co.nz



Spring Tour 2018 - 29th October to 2nd November

The itinerary of the spring tour is shown below, with details of motels shown at the end. On ringing the motels please ensure that you tell them that you are part of the Rotorua Vintage Car Club particularly at the Napier Motel as they have pencil booked (for a limited time) a number of rooms for us. If you are coming I suggest that you do not delay in booking as I did have some difficulty finding a suitable motel at a reasonable cost. If you have any queries please contact me, Bob Mackay on 021-595185

Day 1 (Monday 29th Oct)

12:30pm Meet for lunch at the Bakery for lunch in Opotiki
1:30pm Leave for Gisborne
4pm Arrive Gisborne Motel (290km)

Day 2 (Tuesday 30 Oct)

8:45am Drive to Rere Falls for morning Tea (bring thermos etc.)
10:15am Return to Gisborne
11am Visit East Coast Museum of Technology (\$10 entry fee)
1pm Lunch in Gisborne
2pm Visit Tairāwhiti Museum in Stout Street (\$5 entry fee)

Day 3 (Wednesday 31st Oct)

10am Gisborne VCC clubrooms and parts shed for morning tea
11:30am Leave for Napier via Wairoa on inland road (picnic on route?)
4pm Arrive Napier (220km)

Day 4 (Thursday 1st November)

Day kindly arranged by Kevin Haywood (Hawkes Bay VCC) and is likely to include a visit to the clubrooms and hopefully the parts shed.

Day 5 (Friday 2nd November)

10am Check out of Motel
Return to Rotorua (optional) (220km)

Total estimated distance - 501 miles (820km)

Gisborne Motel - Assure Affasso on Gladstone Rd - ph 0800 222 550
(\$130-\$150 per night)

Napier Motel - Bella Vista - Hastings Street, Napier - ph 06 835 9599
(\$135-\$150 per night)

CLUB NIGHT - August 8th

Neil Hunt Park - 7.30pm

Speaker: Dennis Whimp - *Designing Safe Roads*

Followed by tea, coffee and biscuits

Upcoming Midweek Runs *by Bob Mackay*

Tuesday August 28th (Daffodil Delivery)

NOTE CHANGE OF DAY. With late August being a busy club time the midweek run will take the form delivering Daffodils for the Cancer Society. As the courier company is no longer in a position to assist we will have an extended area to cover and is likely to run into the afternoon so an afternoon shift is required as well as the normal morning, hopefully we can have all hands on deck. The intention is to all meet for lunch at Mitre Ten. Angela Brunton is co-ordinating this run so enquires to Angie. Those able to assist with the daffodil deliveries are to gather at 9am at the Cancer Society office, Ranolf Street between Hinemoa & Pukuatua Streets.

Wednesday September 19th

NOTE CHANGE OF WEEK. As Kevin Scott is hopefully arranging another visit to the Pirongia Street Market and a collection in that area on the last weekend of September, we will have a short run to a Country Café at the earlier date.

Spring Tour - Monday October 29th - Friday November 2nd

The Spring Tour will take us to Gisborne for two nights before we take the inland road to Wairoa and then continuing on to Napier for two nights, returning to Rotorua on Friday 2nd November. More details on page 10 of this issue.

ART DECO - Napier 2019

Hawkes Bay branch advise that the “featured marque” for the Art Deco festival in Napier on 14-17 February 2019 will be Commercial Vehicles. The Grand Parade on the Saturday will be limited to pre-1946 vehicles with a wheelbase of 160” or less. No tractors or trailers allowed.

COMING EVENTS

	Date	Event	Time	Venue	Page
August	8	Club Night	7.30pm	Clubrooms	11
	25	Sulphur City Rally	8.30am	Clubrooms	5
	28	Midweekers Run	9am	Cancer Society, Ranolf St	11
September	12	Club Night	7.30pm	Clubrooms	
	19	Midweekers Run	TBA	TBA	11
	30	Club Run	TBA	Pirongia Market	
October	10	Club Night	7.30pm	Clubrooms	
	14	Club Run	TBA	TBA	
Oct / Nov	29 - 2	Spring Tour	12.30pm	Opotiki / Gisborne / Napier	10
November	14	Club Night	7.30pm	Clubrooms	
	18	Combined Branch Run	TBA	TBA	
	28	Midweekers Run	TBA	TBA	

Contributions to Side Curtains

This is your magazine! Please feel free to share anything you think might be of interest to the membership by sending it to the editor, preferably by email, and a picture says a thousand words, so include photos where possible. Members taking part in club runs or events hosted by other branches are encouraged to pen a short piece about their experience to include in the next issue going to print. All items to the editor by the end of the month.

www.rotoruaVintageCarClub.org.nz

The branch website aims to meet the needs of our members, to promote our branch nationally, and to potential new members. If you have any suggestions please contact David Tomlinson.

Please check the branch Facebook page regularly too.

Swap Meet Car Show, July 2018



July Midweekers

