

SIDE CURTAINS

The magazine of the
ROTORUA VINTAGE AND
VETERAN CAR CLUB

DECEMBER 2021



WE ARE ON FACEBOOK !

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NOVEMBER CAR IN THE ROOM



NOVEMBER CLUB RUN



SIDE CURTAINS - December 2021

The magazine of the ROTORUA
VINTAGE AND VETERAN CAR CLUB

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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

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Treasurer - Terry Fitzpatrick

Club Captain
Terry Wadsworth

Asst. Club Captain
Fleur Tomlinson

Committee
Ronald Mayes
Neville Harper
Lois Thompson
Jenny Cole
Dennis Brown
Geoff Nitz

Mid Weekers - Jenny Cole

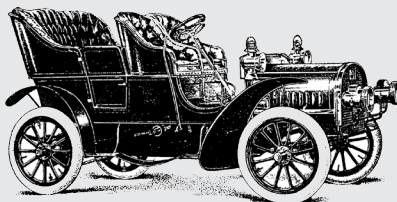
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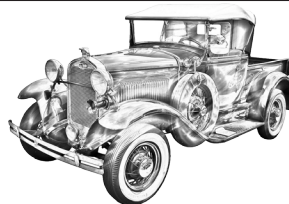
Cover Photos

Front - Michael Thorne's Rover P5B

Back - November Social Evening

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

- November 2021

by David Tomlinson



Here we are now in the new Covid “traffic light” protection system, and due to relatively low vaccination rates and limited ICU hospital capacity the Rotorua region is in the “red light alert level”. This means, despite Rotorua having very limited Covid cases since the very beginning of the pandemic, we have the toughest regulations to abide by, and to date the information has really just been simple bullet points on a chart, with little information to make things clear, but lots of warnings if rules are broken.

The committee discussed the new system at our November committee meeting, but decided to wait until we knew what alert level we would be in before setting a safety framework for the branch. Please understand these are difficult times, and the committee have legal responsibilities which could affect us personally should the branch break any rules and end up in trouble with health authorities or the law. To that end we have had to make quick decisions based on limited information to make the best of this bad situation. The committee have decided that while our region is under the “red light” that only people who carry and present a My Vaccine Pass will be able to attend club nights and our monthly runs (such as December’s High Tea Run).

We take no pleasure that this creates exclusion based on personal (and possibly medical) decisions, but this policy will allow us to operate more or less “as usual” under the red light. We will review this when the alert level changes and will always put the overall well-being of branch members at the forefront of any decisions. Please do bring your My Vaccine Pass to club events. Without the card, you may be asked to leave. I have sought advice from a territorial authority on whether groups like ours can keep a register of members whose My Vaccine Passes we have viewed (recording the expiry date) so we can use that register too where people forget to bring their card at a later event, but I have yet to receive an answer on this.

It is also clear that the Lakefront Car Show cannot proceed under a red light, and even under orange and green light settings there will

be challenges in an open public area such as the Village Green. I have made several attempts in the last week to discuss this with the Events team at Rotorua Lakes Council but they have been unable (or perhaps unwilling) to discuss this with me. I suspect even Councils do not understand the finer details related to open public gatherings without fences and gates surrounding the activity. We will postpone the show, with hope that we can still successfully celebrate its 10th anniversary later in 2022.

If you are able to obtain a My Vaccine Pass but do not have one, you will need to sort this out before attending our upcoming activities. You can even do this over the phone. For those with exemptions or other reasons you cannot comply, please ring or email our Club Secretary outlining your situation so the committee can seek advice on your situation. It will also be mandatory to bring a mask along to club nights and activities. Again, if you have an exemption, please bring this along.

Lastly, before I move on to happier subjects, please do not visit the club rooms or take part in our activities while you have any illness symptomatic of Covid-19.

I am not aware of any branch members attending the Vero Festival in Taranaki, but VCC National have advised that this event will be proceeding under the new framework and Taranaki's current alert level.

I am fast running out of space now, but I would like to thank the crew that put on the awesome Social Night at the end of November. It was enjoyed by 50 members and their families. It was a great night out, with good food, great company, a few ornery quizzes and "pass the parcel" at the end of the night to hand out the Secret Santa presents.

In November we had a good club night and monthly run, and the midweekers ventured much further afield than usual too.

We finish off this year with our last club night for the year, and our usual High Tea run, which this year will start and finish at the club rooms, and there will be no charge for the food (but we do ask that as usual you bring along your own cup, saucer and plate).

We can only hope that things settle a bit in 2022 and we can start to get back to a more palatable "normal", and enjoy our lives and hobbies to the fullest.

FROM THE SECRETARY

by
Dennis Whimp



Wow, I didn't need breakfast after the fantastic spread that was put on at the Christmas dinner. A big thanks to Fleur, Joelene and all the helpers that not only prepared the food, but did the setup, the clean-up and the breakdown afterwards. Plus a special thanks to newer members, Ken and Jude who were with Fleur with their hands in the sink an hour after everyone else had left. The Christmas decorations look superb and the fibre club ladies commented on them after their Christmas luncheon at the clubrooms.

The National office has advised us that the Vero International Festival of Motoring will proceed as scheduled. They also advise that the membership cards are being printed in Auckland and because of the effects of the lockdown, there are significant delays. They hope to have them out before Christmas.

A big welcome to our new members

Peter Castelli of Tauranga Direct Road who managed to obtain a very complete and original unmolested right hand drive low mileage 1947 Buick Super 51 sedan from the legendary Coatesville collection of hundreds of cars. He is in the process of stripping it down for a complete restoration.

Gary and Anne Gerard of Lynmore who have a restored 1978 MGBGT. (Sorry. I got Anne's name wrong last month)

Chris Thomson of Lake Tarawera who has a 1970 Wolseley Mk 2 1300 saloon.

Christine Nitz (Geoff's wife) who has joined as a joint member.

Kate and Alex Tomlinson (Dave and Fleur's family) who have joined as joint members.

We look forward to seeing you all at our meetings and events.

November Car In The Room *by Ronald Mayes*

1970 Triumph 2000 Mark II

I worked my way up to modern cars from a 1937 Morris Eight (1963-64), 1955 Morris Minor convertible (1964-65), 1958 Humber 80 Series II (1965-67) and 1965 Morris 1100 (1967-69.)

In 1968 I saw a (rare in N.Z.) Vanden Plas Princess 1100 and I wanted one! I found a good example in 1969 but after experiencing the power, higher gearing and comfort of Triumph 2000s I decided to buy one and in September 1973 I found a 1970 model with Valencia Blue paintwork, 32000 miles and full service history with its first two Wellington owners (it had been sold new by Amuri Motors in September that year.) The car was in Bay of Plenty Motors in Rotorua at \$3895. I traded in a powerful but thirsty 1963 Holden EH Premier station wagon which I had bought in 1971 for boat towing. They gave me \$1300 for that - \$100 more than I had paid for it ! It had looked good in its original white over silver but when I saw it 6 months later it had been repainted with psychodelic flames all over its bodywork. I resolved never to sell a car again, all of my cared-for earlier ones having been wrecked by subsequent owners. A year later BoP Motors rang to say they had a new 2000 for me if I wanted it but I decided to save my money.

So I kept the Princess 1100 for everyday work and used the Triumph for travel and boat-towing. Not long after that came the first oil shock and an 80 km/h open-road speed limit. I never forgave the Government for spoiling my highway driving and never again voted Labour (well, not for a long time..) Then came petrol stations closed at weekends – I could just get to Auckland and back on a tankful.

The Triumph has required some repair work over the years. Notable were exhaust pipes which regularly rusted out until I fitted a stainless steel system to original specification (I don't often hear someone else driving the car but at the last WoF test I noticed it sounds remarkably like a Jaguar Mk II!) Then there were universal joints (all 6 of them) , propshaft balancing, shock absorbers and steering rack. And tyres: NZ-made tyres seemed to either develop hernias, out of balancing, delaminating and more and were a problem for many years. Now, the foreign-made tyres seem fine. Did I mention universal joints? The MacPherson front struts became soft so I had them overhauled by an Auckland specialist. They came back so hard the only suspension I had was from the tyres – so much for “specialists.” Eventually a good pair came from a rusty but low-mileage 2000 and are still fine. Mechanically, other issues were with the splined half-shafts, which wear and can lock up when cornering. Eventually, I fitted those from the rusty 2000, after fitting grease nipples to them so I could pump in the occasional dose of grease. After 45000 miles they are still fine.

(The shafts were fitted during Labour Weekend, 2001. I noticed that, when fitting the wheels back onto the car, they felt a little heavy and my forehead sweated a little. I tried out the car and it went well. After lunch I began to experience a little chest pain, rather like having swallowed a piece of potato without having properly chewed it, but it became worse. I rang ED and they said drop everything and get an ambulance. ECG and the Troponin-I test showed that I had had a myocardial

infarction (silent) the previous day, so off to the Coronary Care Unit. After a few days I was transferred to the medical ward and given a private room -VIP treatment for a staff member! Chaplain Ray Bloomfield happened to see me there and commented that he wouldn't say for which patients that room was usually used.. At an OPD appointment 2 weeks later a hard-faced nurse came into the waiting room and asked me in a loud voice "Medical or STD?" "What do you think?" I said.. Later, a stent was inserted in a coronary artery, and is still working 20 years later. I believe stents were then being made by a British Leyland subsidiary, but mine has never given me any trouble...Aaagh!)

Back to the car: did I mention universal joints? More of them over the years and by 2005 and 199000 miles compressions were low in two cylinders, so it was time for "rings and bearings", crankshaft thrust washers, timing chain and top overhaul. Bores were within tolerances and the crankshaft was fine. About that time the noisy diff. was replaced with that from the spares car, then came an overhaul of the Borg-Warner 35 transmission. By 2007 the original paint was becoming tired so Gordon Linton (GL Panelcraft, Tauranga) repainted it in the original Dulon Valencia Blue colour.

Since then, routine maintenance (lubrication jobs twice as often as it says in the book – advice from Sybill Lupp years ago) is keeping it alive. A Lumenition electronic ignition system was fitted in 2016 at 224000 miles and has solved the pinking problem which long affected the engine unless the timing was retarded 2-3 degrees from the specified 8 degrees BTDC at idle, whether with 96 or the current 95 octane fuel,. This car's engine has a 9.25:1 compression ratio, later ones were reduced to 8.75

A few reversible cosmetic modifications have been made to the car: dashboard panels with tachometer from a scrapped 2.5 PI, were fitted (everything plugged directly in to the existing wiring loom) and all the woodwork refinished with marine grade gloss polyurethane to replace the original satin finish. Dash panels came from the UK, but the door cappings were made in a small factory in Nelson and received just a quick squirt of a cheap satin finish.

The car has now recorded 234 000 miles so this is the third time I have seen that "34000 " on the odometer. It is at best for town and around work (I certainly remember the slowish acceleration when loaded with family and luggage on the open road – overtaking had to be planned well ahead) and the 2500TC with manual/overdrive transmission is best for travelling. But if an excellent Valencia Blue 2000 with manual/overdrive transmission turned up (not much chance of that, now) I could be tempted to part with the 2500TC. Years ago, in Auckland, I passed a Valencia Blue 2000 going in the opposite direction. Its number plate read FL3393. My one is FL3394.

Would I sell it? No is the definite answer – too much history attached to it! It was our wedding car, I taught Gloria to drive in it and later our two sons Richard and David, so it is definitely part of the family.

Finally, to quote Owen Marshall, Timaru-based short story and novel writer: "The world is divided into those who have owned Triumph 2000s, and philistines..."

Midweek Run, 24 November *by Dennis Brown*

There was debate and division at the last Club meet as to what form this run should take. Picnic or Café? A picnic was the preference, but of course, very dependent on the weather for success.

Meeting in the clubrooms prior to departure for Taupo on Wednesday, there was an excellent turnout. However Bill & Adelai and Bob & Pat had other factors precluding them joining us.

By 10.45am Jenny & John, Michael & Denise, Roger & Diana, Lois, Dorothy, Pat, Shona, Geoff & Christine, Wynn & Evan, Thelma & Les, Ralph, Graham, John, Gayla & Jolene, Paul and Jen & I headed off. There was brief comfort stop at Mitre 10 Mega in Taupo and a top up for food for the skeptics... :)

We were on our way to the Waipahihi Botanical Reserve in Taupo, on a lovely morning.

The Reserve is a special place and our chosen picnic area of the Memorial Reserve was incredibly beautiful. Entertainment for us was provided by two Chinese ladies demonstrating various graceful Tai Chi routines using fans, to music.

Regrettably Paul never made it. By taking SH 1, decided to return to Rotorua due to long delays for road maintenance, en route. Jolene and Gayla were similarly inconvenienced and decided to shop on arrival in Taupo, instead.

With everyone seeking shade from the sun and laying tables with food and thermos flasks, it was a serene scene and a most enjoyable interlude.

After food, a number of us took a walk through the flowerless, Camelia gardens. A veritable maze of paths causing some anxiety about finding our way back to the cars!

Many thanks to those attending. Seven vintages and five moderns made up the fleet.

November Club Run *by Ronald Mayes*

I decided to make this a non-competitive and hopefully pleasant drive in the countryside around Rotorua, but did hint that there would be some questions to answer at the end.

I was pleased to see no less than 15 cars arrive at the clubrooms before heading off across town, out past Ngongotaha, up Dalbeth Road, down SH5, around Mount Ngongotaha and then along Pukehangi Road and back to the clubrooms for the afternoon tea so ably organised by Fleur. I asked participants to note their odometer readings at start and finish: most recorded about 30 miles or 48 kilometres but one (American) car showed only 26.5 miles. Either they took a short cut or wheels, tyres, diff. ratio or speedometer were non-standard!

The questions: I had hinted that they would take a ROUNDABOUT route and have some BRIDGES to cross but not many counted all the roundabouts or noticed that one bridge crossed a railway line, and only one (Kevin) noticed that “grounded” referred to the coffee shop in Devon Street. I could find no chocolate fish but choc. bars were handed out to the 3 top-equal participants. All good fun and rewarding to see so many come out that Sunday afternoon. There would have been at least one more, but the weather forecast was for showers (which didn’t come) – not ideal for an open car with no hood.

Wanted for the library!

A copy of Beaded Wheels 372, September- October 2021 (I thought the branch received a copy each issue but, apparently, this is not so.) - *Ronald Mayes, Assistant Librarian*

OF COUPES AND COUPÉS *by Ronald Mayes*

A new star appeared on the scene on the occasion of our July mid-week run: Michael Thorne's magnificent Rover 3.5 Coupé, looking almost like new. But I did have to point out one defect (probably the only one!) - a slightly rusty screw head on an exterior mirror housing.

Its arrival prompted me to check out Rovers in my collection of car brochures: sure enough the 1970 one has the P6 2000, 2000TC, P6B 3500, and P5B 3.5 Litre in saloon and coupé forms. But the brochure, like Jaguar's of the period, gives optimistic horsepower ratings, quoting 185 gross bhp for the V8 engine. That would have been on the test bench with no drain from fan, alternator, exhaust etc but in reality it is 145 bhp at 5200 rpm. - still plenty to give it a brisk performance. Much has been written about how Rover discovered that highly succesful engine so I won't go into that now.



The model's name brings me on to language: the English had been, off and on, at war with the French for over 1000 years and indeed over-run by them in 1066, but absorbed and retained many French words. The French engineers, to Englishmen's chagrin, were at the forefront of motor vehicle design at the turn of the 20th century and many French descriptions were absorbed into English, particularly body configurations and of course the chassis upon which they sit.

The coupé is usually defined as a closed 2-door car with 2 or occasionally 4 seats. Rover lowered the roof line of the P5 saloon but kept the 4 doors and it became the high-class, sporty version of the range.

American English: back in the day, motor vehicle terminology departed considerably from UK English, car bonnets became hoods, mudguards or wings fenders and boots trunks. US postal service demanded that boroughs become burgs, to take US English even further away. And coupé became coupe. You can call an American 2-door car a "coop" but an English, French or German one is a "coupé." In New Zealand you might call the latter a coop, eh?



CLUB NIGHT - December 8th

Neil Hunt Park - 7.30pm

Car In The Room: 1929 Austin 7

Followed by tea, coffee and a few Xmas treats.

December High Tea Run Sunday, 12th December

Meet at the clubrooms at 1.00pm.

At the completion of the run there will be a High Tea at the clubrooms. This year there will be no charge for the refreshments, but we ask you bring your best cup, saucer and plate as is usual for this annual event.

Midweekers

There is no planned Midweekers event for December, but we will keep in touch with the regulars before the next run.

Side Curtains - no January issue

This edition of Side Curtains is the last for 2021, and the next issue will be the February 2022 issue.

Morris Minor Parts

If you are restoring a Morris Minor I may be able to help with a few parts. Front bumper, door striker plates (2 door), light fittings and more. Phone Evan 07 346 0458.

COMING EVENTS

	Date	Event	Time	Venue	Page
Dec 2021	8	Club Night	7.30pm	Clubrooms	11
	12	High Tea Run	TBA	TBA	11
Jan 2022		Car Show postponed			
Feb 2022	9	Club Night	7.30pm	Clubrooms	
	13	BBQ Run	TBA	TBA	
	23	Midweekers Run	TBA	TBA	
Mar 2022	9	Club Night	7.30pm	Clubrooms	
	13	Chairman's Run	TBA	TBA	
	30	Midweekers Run	TBA	TBA	
Apr 2022	13	Club Night	7.30pm	Clubrooms	
	17	Night Run	TBA	TBA	
	27	Midweekers Run	TBA	TBA	

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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 also make sure you “Like” our Facebook page to keep up to date.

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.

November Midweekers



November Social Night

