

SIDE CURTAINS

The magazine of the
ROTORUA VINTAGE AND
VETERAN CAR CLUB

FEBRUARY 2024



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www.rvvcc.org.nz

December High Tea Run



SIDE CURTAINS - February 2024

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

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Mid Weekers - vacant

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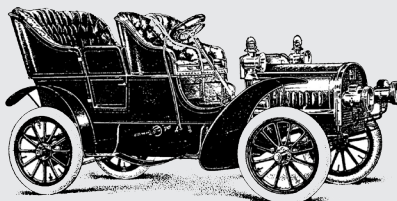
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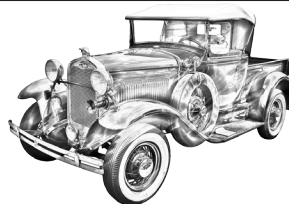
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CLUB CAR PHOTOS

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

- January 2024

by David Tomlinson



Much has happened over the last two months, starting with our High Tea run. We visited a great collection of “small cars” at Lake Tarawera followed by a generous and sumptuous high tea at the Distinction Hotel.

In January, terrible weather was forecast leading up to the Lakefront Car Show, which ended up being a perfect day weather wise with a disappointing turn out of 240 vehicles. Some clubs had somehow even been told we had cancelled the event. With other shows in small centres getting around 1000 cars on average, we need to think about how we improve our showing. It will start with a face to face meeting next week with the Events Manager at RLC. They really have made it impossible for us to promote the event properly, as for the last two events they have only signed the ground hire contract the week before the event. Application is made many months in advance, Council need to do much better.

It is with sadness I record the passing of Doug Lambert. Many will remember Doug in his green P4 Rover. I will never forget on a Sulphur City Rally lunch stop members all but rebuilt his fuel pump when it stopped working, only to discover it had been switched off at the dashboard.

On our first club night for 2024, rather than a car in the room, Dennis Brown and Jen Cole will regale us of their most recent travels overseas. Our February run is also later than usual, Sunday 25th, and will be a run to a shed collection in Te Aroha followed by a café lunch. Please note that this run will start from Fitzgerald Glade, not the clubrooms, details later in this issue.

I attended the Tauriko Oil down meet in January and the Hamilton breakfast meet in early February, with good turnouts at both events. During January our family holidayed on the Gold Coast, and managed to visit a private collection, a classics museum that featured a Rotorua built Heron, and a small muscle car museum, all while dodging very windy and wet weather on the beaches.

This past weekend Alan Judd has his Morgan and I had my 1968 Silver Shadow at the Ellerslie Intermarque Concours event. A very good range of cars, perhaps a bit haphazardly laid out this year. The overall prize was won by an early Mustang Fastback, followed closely in second place by a no expense spared fully restored 1939 Rolls-Royce Wraith. While there I got to sit in a 1986 Lamborghini Countach which is part of a Waikato collection our branch will visit on a club run later this year.

Lastly, please note our Horopito weekend away will now be in May.



Tales of a Targa Tyro *by Alan Judd*



We moved into Te Waerenga Road in 2012 and the October of that year was the first time I'd heard of Targa NZ. Our road was closed for a few hours as the event came more or less past our front door. I was interested enough to watch all these exotic cars come lying past but never gave it much more thought.

Several times over the next ten years the event kept reappearing on our road and my interest grew, as did my car collection. The Targa cars, with a few exceptions, seemed less exotic and about 18 months ago I started thinking "maybe I could do that". Once the thought had entered my head it became increasingly persistent but could I last 5 days of intense driving? Looking at the event in more detail I discovered that there was the option to just do the final 2 days - ideal.

It was looking good: I had a great car to do it in, my Porsche Boxster GTS 4 and an event which looked very survivable for an old man. All I needed now was co-driver who was a good driver and preferably younger than me. I didn't need to look very far as my son-in-law is both of those things and needed no persuasion to jump into the cockpit beside me, but I had to agree to let him do some driving. Only one thing remained, was I capable of driving at relatively high speeds on narrow twisting roads for up to 40kms without coming to grief or annoying my fellow competitors

by driving too slowly?

Apart from driving at very illegal speeds for short periods on backroads near me there was only one option - track days. First one was at Hampton Downs. This was not a success apart from demonstrating the need to up my skill level. The next one was at Taupo. Moderately better but not brilliant. Not being one to give up back to HD for another go. A full day and I thoroughly enjoyed myself, felt more in control and a little faster although the car was obviously capable of a lot more. Good enough I thought. All the boxes now ticked, entry in.



My co-driver (Tom) was raring to go so even if I couldn't handle the pace/intensity plan B was for him to take over until I recovered or the end of the event whichever came sooner. Thursday morning drive down to Fielding for registration, stopped at a good café in Waiouru on the way. The sat nav seemed reluctant to find the entrance to Chris Amon Manfeild circuit. Got there in the end in time for registration which proved to be a rather chaotic affair but all good in the end. The car was now all stickered up so car and drivers were set to go 8.30am Friday morning in Palmerston North.

Friday morning, general briefing then another one for all the newbies where we were told that we had a speed limit of 130km/hr for the day (this didn't sound too bad but proved to be pretty difficult to adhere to). We were reminded to pay careful attention to the pace notes if we wanted to stay on the road and not hit anything. A bit daunting. Each day was

three short stages of about 13km each in the morning followed by lunch then a long stage of around 40km and closing out with a final short blast. The 130km/hr. limit on day 1 in the wet wasn't too restricting whilst we both got the feel of the car. In the end Tom did 2 stages leaving 3 for me including the long one. 40km seemingly goes in the blink of an eye when you are concentrating.

No more rain after that first day and on to blasting around the back roads near Masterton. Same structure to the day but at 160km/hr and in the dry. Before us newbies started the requirement to not exceed 160km/hr was emphasized with fines of up to \$1000 mentioned for repeat offenders. This made you think but didn't really slow you down too much. I never exceeded 175km/hr. and escaped being fined! The roads were a combination of tight and twisting plus fast straights, narrow bridges and gravelly bends. A few people managed to leave the road unexpectedly; no one hurt but one car did finish up in an effluent pond - not a popular rescue job! We finished on an adrenaline high back in Masterton in the bright sunshine - perfect day and ready for next year.

The car had proved to be perfect although it did pick up a stone chip or two and some gravel rash. Looks like I might need to start saving for paint correction and ppf after the 2024 event. Will I be going back in 2024 for the full 5 days? That was looking like a difficult decision but the Targa gods have been kind to me and in 2024 there's no 5 days only 2x2 days and a 3 day. Decision made for me really; entry already in for the 2 days in March based in Te Kauwhata and play it by ear after that. Can't wait.



Eastern Bay Of Plenty Rally

Les and Nathalie, and Pat and Shona flew our branch flag at the Eastern Bay Of Plenty Rally at the beginning of February. Below are some photos of the day from Nathalie.



Ellerslie Intermarque Concours



New to the club library:

Collecting, Restoring and Driving Classic Cars

by Graham Robson, 1987 *reviewed by Ronald Mayes*

(Almost) all you wanted to know, by a well-known motoring historian, whether restoring from a heap of parts or maintaining a classic car in “mint” condition and everything in between.

He starts off with the definition of “classic”, which I won’t go into here. Suffice to say he didn’t regard a Morris Eight as being a classic, just an everyday cheap car. A 1960s Rover 2000 fills the bill but not a Triumph 2000. A Mini is a classic but not an 1100 unless it is the Vanden Plas Princess model! And over to you to decide if your MGB is a classic. Or not.

What to look for before you buy is well covered, also the trials and tribulations of restoring your new-found classic, maintaining it in the manner which it requires, and of course the joys of driving it around those “classic” English country B roads. But do you really want to do battle with it in heavy modern traffic either in town or on the highway?

Great reading, but do take it with a touch of salt. And salt is something he goes into at great length - we are fortunate, here in N.Z., that it is not so much the problem that it is in the U.K. Just be aware that there are some roads in this country, (even in Wellington, what I call N.Z.’s centre of civilisation) there are suburban ones over which the sea regularly washes..)

That book, and many, many more, are waiting in the club library for you to borrow. Just note the book’s name and yours, plus the date, in the notebook on the library table. I would suggest books could best be borrowed for 1 month - just bring them back next meeting night.

Tale (Tail?) of a Triumph Saved *by Ronald Mayes*

Former member Jim Burt drove off in his very smart almond 2500TC from his home in Gwendoline Street a few weeks ago and turned into Fenton Street. The car then came to an abrupt and noisy stop, the back wheels locked solid. The AA carried the car home, leaving it under the trees at the turn-around at the end of the street. I turned up, armed with jack and axles stands and, sure enough, the wheels would not rotate. And there was an interesting pool of oil on the ground beneath the differential.

Howie French of the Edmund Road garage confirmed the diagnosis of broken housing and serious damage to the internals. Jim was able to obtain a diff. unit of the correct type and ratio from Horopito (no spares here) - they checked it out and pronounced it sound and also supplied half shafts and universal joints.

The AA again picked up the car and took it to Edmund Rd and 4 hours later it was back on the road. Jim had initially considered scrapping the car but was firmly told it was too good to destroy! The relatively rare 4-speed manual model, in very good condition, may soon be for sale.

Spotted in the Taupo model and toy shop in Gascoine St last week were a couple of model cars which may be of interest to some members: 1/18 scale Rover P6B V8 saloons in blue and red (beautiful models!) at \$162 each, and in the same large scale a Kyoshi Austin-Healey Sprite Mark I (the bug-eye model) at \$390.

There are also lots of models of high-powered Japanese cars, some of which we may have recently seen full-size examples in the clubrooms..

(I have yet to find a model of Dad's 1938 Ford V8 De Luxe, the car in which I learned to drive in Wellington at the age of 15, or a model of my first car, a 1937 Morris Eight..)

- Ronald Mayes

CLUB NIGHT - February 14th

Neil Hunt Park - 7.30pm

Speakers: Dennis Brown and Jen Cole, on their travels

Followed by tea and coffee.

February Club Run Sunday, 25th February

Travel from Rotorua in your own time, to meet at the Fitzgerald Glade Café on SH 5. Be ready to leave Fitzgeralds Glade at 10.15am. If you wish to have a coffee at the café, I suggest you give yourselves plenty of time before 10.15am.

We are travelling to Te Aroha, where we will view a car collection, then on to The Old Forge Kitchen in Te Aroha West for lunch. We would like an idea of numbers intending to go at the February club night meeting. The run from Fitzgerald Glade will take approximately 45-60 minutes, depending on traffic.

Midweekers no midweekers planned for February

Alvis
TD-21
at the
Lakefront
Car Show



COMING EVENTS

	Date	Event	Time	Venue	Page
Feb 2024	14	Club Night	7.30pm	Clubrooms	11
	25	Club Run	10.15am	Fitzgerald Glade	11
Mar 2024	13	Club Night	7.30pm	Clubrooms	
	TBA	BBQ Run	TBA	TBA	
Apr 2024	10	Club Night	7.30pm	Clubrooms	
	TBA	Club Run	TBA	TBA	

www.rvvcc.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 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.

Lakefront Car Show 2024



Ellerslie Intermarque Concours

