

SIDE CURTAINS

The magazine of the
ROTORUA VINTAGE AND
VETERAN CAR CLUB

JULY 2019



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June Midweekers



SIDE CURTAINS - July 2019

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

Chairperson - David Tomlinson

Secretary - Dennis Whimp
Ph 021 731 678

Treasurer - Terry Fitzpatrick

Club Captain - vacant

Asst. Club Captain - vacant

Committee
Bob Mackay
Terry Wadsworth
Ronald Mayes
Kevin Scott
Lois Thompson
Neville Harper

Mid Weekers - Bob Mackay

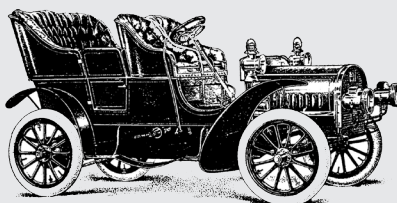
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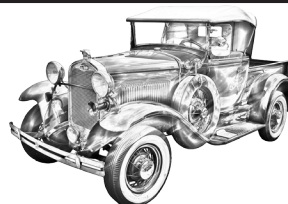
Cover Photos

Front - Angie & Des, 25 year badges

Back - Prize Giving 2019

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

- June 2019

by David Tomlinson



It is with sadness that I start my column by passing on condolences on behalf of the branch to Mike Thorne, whose wife Jeanette passed away on 25th June. Our thoughts are with Mike at this time, and Jeanette's son Matthew. And just as this issue went to press I was advised of the passing of long time branch member Roy Bowditch, at the age of 96. Our condolences also go out to Molly and their family.

As we move into July we are more than half way through 2019, and our Swap Meet looms as the most important day on our calendar. At our July club night we will finalise any gaps in the volunteer roles, and then hope the weather gods put their best foot forward on Sunday 14th.

The June Prize Giving run started at a public venue, and we had a number of people look at the cars before we set off, including a potential new member in his early 1970s VW Beetle. Something we should do more often perhaps? The run included some straight line which sorted the men and women from the boys and girls, followed by a great country run which included seeing ducks (real ones?!) shot from catapults at a gun dog trial as we passed by. At the end of the run we had a very good catered lunch and prize giving.

We started prize giving off by presenting Des and Angie Brunton their VCC 25 Year badges, and prizes were shared around a lot of members this year, which was good to see. I was very humbled to win the Angliss Cup this year.

In June we had a 1966 Ford Mustang V8 on display, and a couple of Villiers engines with talks on each. Sadly Bill had secured his Villiers engined lawn mower so well to his trailer it had to sit outside in the doorway. David Philps gave us a good talk on his car and Mustangs in general. It is astounding how many were made in those early years. I understand the first Mustang ever bought, a convertible, is still owned by the same woman that bought it back in 1964.

The last Saturday in August is our Sulphur City Rally, for which planning is well advanced. There are entry forms available in the clubrooms and

on the branch website. In the middle of August I will be driving down to the VCC AGM in Greymouth, which has turned into quite a trip as it appears I will be delivering granite to Blenheim on the way down and bringing back a boat from Nelson for a neighbour.

Please don't forget the Spring Tour, if you are interested in taking part, start planning now as accommodation will fill up, and please let the organisers know you are planning to take part.

Regardless of the weather, the Swap Meet's success depends in a large part on the effort we all put in, lets work towards making it a good outcome for the branch so we can continue to feed the meter and encourage people to come back year after year.

Prize-Giving Run, Sunday 16 June *By Ronald Mayes*

Organiser Kevin Scott had a great idea: have everyone meet at the Westbrook car park in Malfroy Road for a 10:30am start - handy for 4 of us and a good place for exposure of the club to the public! Well, there were a few onlookers and hopefully one new member with his VW Beetle. The car park once served a supermarket, surgery, pharmacy, some other businesses and a pub, now there is just the pub and a church so there was plenty of room for us to meet.

The run started with some straight-line navigation , easy for us with "local knowledge" but we encountered several participants driving in different directions. Alternative instructions? No, they had just taken wrong turns! Soon we were on our way south on SH5 and turning into Tumunui Road where the questions started. Always interesting driving in that picturesque area, our old AA maps are not as accurate as they should have been but we didn't get lost. Alongside a one-lane bridge we saw a tow truck dragging an overturned modern MINI out of the stream.

Back to town and the clubrooms for our catered lunch, then the prize-giving session. A highlight was the presentation of 25 year membership badges to Angie and Des Brunton. Our thanks to Kevin for a well organised run with clear instructions so no-one could really become lost!

Editor's Note: That upside down mini is currently for sale "with WoF and rego" for \$2,500!!!!

FROM THE SECRETARY

by
Dennis Whimp



Swap Meet

Sunday 14th July. Many thanks to all who have put their names down to help on the day. There is one area we still need help with. Between 1.30 and 2.30pm we pick up the 40 or so rubbish bins and empty them into a rubbish skip. We need a couple of fit reasonably strong helpers to put them on the trailer and then into the skip. The current team run out of steam after the first dozen. Let me know if you or a family member are available, Ph. 348 3550 and leave a message.

The Council bill for the quarterly water use was actually \$8,863. After much discussion with our treasurer Terry, the Council has decided to waive the account and bill us the normal minimum charge. There appears to be no explanation for the meter going turbo charged. So we will keep an eye on it.

Many thanks to John Peters who has replaced the blown light bulbs and sorted out minor electrical issues at the clubrooms.

Great to see that Graham Manson has finished his complete rebuild of the 1940 Mack Jr DE three quarter ton pickup. They were made in small numbers and this is the only one in NZ. Graham put it on the back of a large truck and took it to the April Wheels at Wanaka where he featured as the award winner for the Light Commercial class. As always, there is still a few teething issues with a new restoration.

Interesting to see that the BOP branch annual meeting voted to change their name to the Bay of Plenty Vintage and Classic Car Club. One of the arguments put up for the change was that potential new members google searching for a classic car club to join would miss a club without the word classic in it.

We had 44 members at the prize giving luncheon. At the pre-luncheon rally, I was intrigued to see that the Skelton's in the Austin 7 were the tail end charlies. Not sure if they were going to tow in any breakdowns.

I live in a thermal area that plays havoc with modern chrome. You see blackened chrome badges on a lot of Rotorua vehicles. I found that the electric rotary toothbrush and chrome polish gently cleans the badges up especially in the tight spaces and then a few coats of lacquer seems to sort out the issue.

1965 Mustang - June Car in the Room

David Philps tickled the throttle for a throaty exhaust roar to let us know he was ready to bring the immaculate bright red Mustang into the clubrooms. This newest acquisition to the Philp's stable had David grinning all evening.

He explained a brief history of the Mustang development. The first one rolled off the assembly line in March 1964. To achieve the selling price of US\$2,368 the interior, chassis, suspension and drivetrain components were all sourced from existing American Ford production vehicles. Mainly the Ford Falcon. 22,000 sold on the first day. 418,000 in the first year and one million by 18 months.

David's car was sold in California on 19th of October 1964. He has a large folder with all the documentation since the car was new. Ten years later, it was sold for US\$750. There were 5 owners in the States and it was restored there in 2004. In August 2006 the car came into NZ and the car was repainted in its current red colour. The engine is a later 302 cu inch V8 with a four barrel carburettor. While David is happy to cruise at 90km/h he told us that there is plenty of get up and go to put into ticket territory. This 55 year old car somehow didn't look old and I think with that grin, David believes he's no older than the car.

Rotorua Branch Annual Prize Giving 2019

Here is the list of prize winners from this year's Prize Giving held at the club-rooms on June 16th.

Summit Cup (Most Rallied Vintage) - Bill & Adelai Skelton

Fleet Trophy (Most Rallied Post Vintage) - Ralph Bennett

Trevor Burns Trophy (Most Rallied Post-War Vintage) -

1st Terry Wadsworth & Chrissie Cooper

2nd Neil & Sharon Handley, 3rd Reg & Annette Munro

Kiwi Cup (Most Rallied Post 1960) -

1st Roger Nelson

2nd equal David Tomlinson, Ronald Mayes

Ken & Lynn Rowson Trophy (Most Rallied Post 1980) - not presented

McGill Trophy (Night Run) -

1st Roger & Diana Nelson

2nd Bill & Adelai Skelton, 3rd Bob & Pat Mackay

Johnson Trophy (Club Captains Run) - not presented

Mowbray Cup (BBQ Run) - 1st Robyn Skelton & Paul Wollaston

2nd Bill & Adelai Skelton

Cliff & Shona Wickham Trophy (Chairman's Run) - 1st Neil & Sharon Handley

2nd Robyn Skelton & Paul Wollaston, 3rd Ross & Julian Munro

Lakeland Ford Trophy (Most Rallied Ford) - Kevin & Maryann Scott

Norman Honour Trophy (Lady Navigator) - Adelai Skelton

Harry Lapwood Cup (Male Navigator) - Ross Munro & Paul Wollaston

Caulfield Cup (Novice Member – less 2 years in Club) - Jason Munro

Mathias Cup (Most Aggregate Points for Year) - Bill Skelton

Anglis Cup (Significant contribution to branch in last year) - David Tomlinson

Midweekers Spring Tour 2019,

November 5th, 6th and 7th *by Rocky Fiske*

This year's Spring Tour will be 2 nights/3 days to New Plymouth 1st night, then the 2nd night will be Hangatiki/Waitomo.

First day will be travel to NewPlymouth staying at "Amber Court Motel". Second day will be the feature of the tour , the "Holden Museum" in New Plymouth which we have booked for Wednesday 6th November. We drive back to Waitomo that same day and stay at the "Caves Motor Inn". Both evening meals have been arranged.

On the third day in the morning we will visit a large collection of rare cars in the Te Awamutu area. This will be followed by lunch where the tour will end.

Accommodation has been reserved with a limited number of rooms at:

"Amber Court Motel" New Plymouth at \$120 for a studio.
Please quote Rotorua Vintage Car Club reservation number 80942.
Ph 0800 654 800

Second Night booking is "Caves Motor Inn" also at \$120 for a studio once again please quote Rotorua Vintage Car Club.
Ph 07 873 8109

You will need to give credit card details to secure bookings, payment is required on arrival at both motels (payment can be made by cash or eftpos payment by credit card at Caves Motor Inn will incur a 2% fee).

We look forward to your company on this tour. Please advise us when you have made your bookings. Phone Rocky on 021 446 486 or Rebecca on 021 0286 7827, or email: rockyfiske26@gmail.com

June Midweekers, 26th June *by Ronald Mayes*

Rocky and Rebecca Fiske organised this run and very good it was! We met at the Waimangu Valley cafeteria for morning tea, then headed off to Taupo for lunch at the Mitre 10 hardware store's cafeteria. We seem to fill up a generous proportion of the car parking area at this centre, which is located somewhat out of town and close to the Taupo-Napier highway. I am told it won't be long before the area fills up with housing.

On after lunch to the local vintage car club rooms where we were met by our host for the afternoon with his Jaguar XK150 coupe. A short stroll to a lock-up facility and the door was opened to reveal what must be the most immaculate Ford Model A roadster I have ever seen - probably much better than new! And behind it was an MGC GT, only 4457 of these were built. On a much-modified B structure BMC fitted their new 7-bearing crankshaft 2912cc 6 cylinder engine, which was also fitted to the short-lived ADO61 Austin 3 Litre of the late 1960s. Tuned and with the suspension sorted they could be formidable performers.

Across the way a triple-bay lockup was opened to reveal more treasures! 16 classics in absolutely immaculate condition ranging from Morgan's 1950 3 wheeler (Ford 1172cc side valve engine) to Plus 8 (Rover V8 engine) and Aero with its controversial styling and BMW engine. That was just the Morgans. Porsches from 356 to 911, Saabs 2-stroke and Sonett, Austin-Healey 3000, Mini Cooper S (a real one, not one of your modern so-called MINIS) and only the second AC Aceca-Bristol coupe I have ever seen. The first was in Wellington when I was about 16 a Dinky Toy in a model shop window.

After all that excitement a strong cup of tea was called for before a good drive home in the Triumph 2500. Our younger son David enjoyed the outing, he was up for a few days from Christchurch. Older son Richard and his family had to go back to Wellington the previous day so he missed out. Seeing all those cars on my 75th birthday was a present to be remembered!

Ingenuity and Versatility - Villiers Engines *by Robyn Skelton*

Versatility on and off the farm was a key message about the Villiers engines given by Bill Skelton at the Club meeting 12 June. Bill showcased a Villiers self-propelling lawn mower (1940's motor, but bought in 1964). In addition, he showed a Villiers 10 engine which he had used on the farm (in Ngakuru) for various jobs including a spray unit in the 1950's, and then later in the 1960's having moved into town, in a home-built Go-cart for the three girls (Sharon, Glenys and Robyn) when living at Western Heights (that is, when it was not needed on the concrete mixer). The engine was the main grunt in the Go-cart which was frequently seen around the then virtually empty land on Fairview Road. The three Skelton girls enjoyed many hours racing the neighbours up and down the street after the neighbours also built one. Sharon enjoyed pushing the cart to its limits, including taking out one of Adelai's shrubs and the privet hedge. She also got into trouble one day for leaving the motor on and three-year old Robyn was seen taking off down the street on it. Fun times, great ingenuity and great motors.

Some history on the Villiers Engineering Co Ltd

In the 1890s John Marston's Sunbeam bicycles became extremely successful. From the start they had relied on high quality of production and finish. In 1898 John acquired "a small japanning shop and three cottages" in Villiers Street and hence the Villiers name. He converted the premises into offices and a factory and at that stage employed eight men. The company was registered as the Villiers Cycle Component Company with Charles Marston as the Managing Director.

Following a fact-finding trip to America, he acquired new machinery and production methods. This proved to be a success; such that they produced more pedals than Sunbeam needed. It was decided to sell the surplus to other bicycle makers. This decision was to turn Villiers from an in-house component shop into a major manufacturer in its own right.

In 1902 the factory was employing 36 men. It was a big year. John Marston sold the company to his son Charles for £6,000 on a loan against future profits. Secondly, the company patented a freewheel for bicycles. Today we take such wheels for granted, but back then it was a new development. They went into production with such remarkable success that they gave up making pedals in 1904. Every bicycle maker had to have freewheels and Villiers had the patent on them. For Villiers this became the world's biggest manufacturer of freewheels, reaching the height of their production just after the Second World War when they were making 80,000 per week or more than 4 million per year, exporting them all over the world.

Apart from the production of freewheels, the company produced its first engine in early 1912, a 350 cc 4-stroke complete with integral two-speed gearbox. Later

that year it developed a 269 cc two-stroke (70mm bore and stroke). The simplicity of this engine, and attractive price, made it a rapid success.

By 1914 the Villiers 269 cc 2-stroke engine had been adopted by a large number of motorcycle manufacturers, such as the Allday (Alldays & Onions), The Royal Ruby, The New Ryder, the Bown-Villiers, the Coventry-Eagle, the Gerrard, Sparkbrook, the Invicta (A. Barnett & Co), the Ixion, the Juno, and the Roulette.

During World War I, in common with many firms not directly involved in making military transport, the Villiers factory changed to production of munitions, in particular, fuses for 75mm shells. Companies engaged in war work still worked on new models, anticipating the end of the war, with Villiers applying for 16 engine-related patents during the war. One particular issue was a generic problem – the fact that before the war most engines relied on German-made magnetos for ignition, which caused a major issue during the war. In January 1917 Villiers patented their solution to this problem – the flywheel-magneto, which became a standard feature of their engines. Immediately after the war Villiers picked up where they had left off, with supply of the 269 cc engine, now as the Mark II engine with different method of attaching the exhaust.

In the 1920's Villiers introduced a new range of engines, including 125 cc, 147 cc, 250 cc, 343 cc and 344 cc twin stroke. It was during these years the engines were used in lawn mowers and outboard marine engines.

During World War II, part of Villiers production was again turned to fuses for shells, with over 10 million produced, although they continued to make engines and cycleparts. Their engines were also used in small motorcycles designed for air drop with paratroopers – the Excelsior Welbike and the James ML paratrooper's machine known as the Clockwork Mouse.

In 1956, Villiers produced its two millionth engine and presented it to the Science Museum in London. In 1957 Villiers absorbed JA Prestwich Industries, makers of the J.A.P. engines. In 1962 the company were claiming that: "jointly the two companies produce a vast range of 2-stroke and 4-stroke petrol engines and 4-stroke diesel engines from 1/3 to 16 bhp. These are the engines which power many of Britain's 2-stroke motorcycles, scooters and three wheelers, and the great majority of the motor mowers, cultivators, concrete mixers, generating sets, elevators, pumping sets."

Villiers manufactured a range of single and twin 2-stroke engines (from 98 cc to 325 cc) for light motorcycle and vehicle manufacturers until the 1960s.

In the early 1960s, the company was taken over by Manganese Bronze Holdings, and in 1966 together with AMC became Norton-Villiers. In 1972 it merged with the BSA group to become Norton-Villiers-Triumph, which eventually went into liquidation in 1978.

CLUB NIGHT - July 10th

Neil Hunt Park - 7.30pm

Speaker: Doug Green

Followed by tea, coffee and biscuits.

Upcoming Midweek Runs *by Bob Mackay*

July Midweekers - 24th July 2019

With no volunteer and my failure to secure a conscript this month I thank those who have taken a turn over the last few months and look forward the others who have indicated that they will organise runs at future dates.

This month we meet at 10am at the club rooms, before driving via Te Puke to Classic Flyers Cafe at Tauranga Airport for lunch. Entry to the museum is optional (\$7.50 on Gold Card, \$15 Adult)

July Club Event - Swap Meet - *Sunday July 14th*

Those members wanting to have items for sale on the branch sales table are asked to do the following before dropping them off at the table:

1. Have your initials clearly on the item somewhere so we know who it belongs to
2. Put some information with the item unless it is absolutely obvious what it is and what it is for
3. Clearly price the item - otherwise we cannot sell it!

COMING EVENTS

	Date	Event	Time	Venue	Page
Jul 2019	10	Club Night	7.30pm	Clubrooms	11
	14	Swap Meet	6.45am	Paradise Valley	11
	24	Midweekers Run	TBA	TBA	11
Aug 2019	14	Club Night	7.30pm	Clubrooms	
	28	Midweekers Run	TBA	TBA	
	31	Sulphur City Rally	8.30am	Clubrooms	
Sep 2019	11	Club Night	7.30pm	Clubrooms	
	15	Club Run	TBA	TBA	
	25	Midweekers Run	TBA	TBA	
Oct 2019	9	Club Night	7.30pm	Clubrooms	
	13	Club Run	TBA	TBA	
	23	Midweekers Run	TBA	TBA	

www.rotoruvintagecarclub.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.

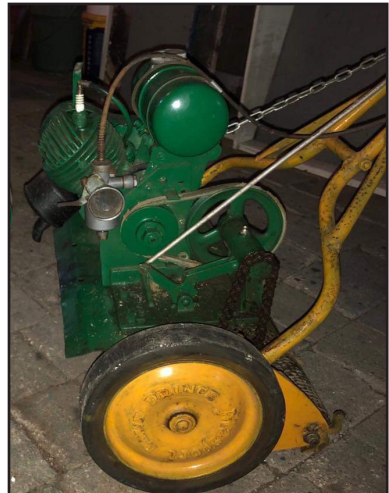
Villiers Engines



Above: 1966 - Glenys Skelton (aged 5) on the Go-Cart, Fairview Road



Top Right: 1967 - Robyn Skelton (aged 4) held by a family friend with Glenys (aged 6) driving the Go-Cart



Some of our Prize Winners, 2019

