

SIDE CURTAINS

The magazine of the
ROTORUA VINTAGE AND
VETERAN CAR CLUB

NOVEMBER 2022



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www.rvvcc.org.nz

October Club Run



SIDE CURTAINS - November 2022

The magazine of the ROTORUA
VINTAGE AND VETERAN CAR CLUB

Clubrooms: Neil Hunt Park, Tarawera Rd, Rotorua

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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
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Treasurer - Maryann Scott

Club Captain
Terry Wadsworth

Asst. Club Captain
Fleur Tomlinson

Committee
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Neville Harper
Geoff Nitz
Alan Judd
Ken Thomas
John Newson

Mid Weekers - vacant

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Beaded Wheels - Ronald Mayes

Librarian - Dennis Kenny

Librarian - Ronald Mayes

Cards/Flowers - Doreen Green

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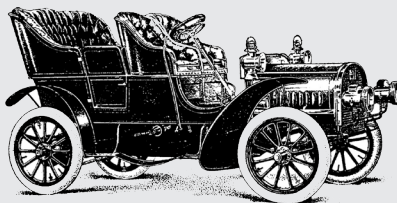
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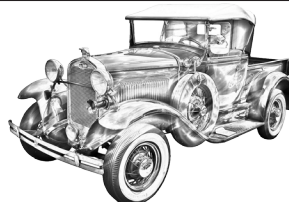
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CLUB CAR PHOTOS

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

- October 2022

by David Tomlinson



October started off so well, but then threw a lot of curve balls my way. Oh well, its only a few weeks to Christmas and a holiday break... The month started with Alan Judd bringing in recently purchased Jaguar XJS along as our car in the room at club night. The car was one of the last XJSs, with a 6L V12. We then had an excellent club run the following Sunday, visiting a collection in Mamaku, followed by a café lunch at the Hamurana Golf Club. To say the food portions were generous was an understatement.

The following weekend was Labour weekend, and Fleur and I headed up to Auckland to take part in the Hunua 100 Rally and do some shopping. Sadly, we ended up doing a 'Hunua 50', breaking down about half way through the event. Since having my 1933 Rolls-Royce undergo major work last year, the clutch has never been right, and it finally permanently disconnected the engine from the drive train. Thankfully I am an AA Plus member and the car made it safely back to Rotorua, while Fleur and I continued our trip away as we had taken a second car up.

The rally itself was more or less completely a timed event, but by not completing the rally we have no idea if we were sticking to the instructions. The rally was around the south eastern part of Auckland, including driving through Clevedon and Brookby. The rally started at the old Jolly Farmer pub in Drury, which is now rebranded as an Irish pub. There were 38 entrants taking part, which included 4 motorcycles. Only one other car there came from out of Auckland, indeed 35 entrants were local branch members.

To put our own Sulphur City Rally into some recent perspective, we had 48 entrants on the day. This was 10 more than the Auckland rally, 13 more than the Waikato Double 50, and more than double other nearby annual rallies. Taupo branch even cancelled their rally this year due to lack of entries. More than half our entries were from out

of town, all the other rallies we have been to have been mostly local branch members. I think this shows we are punching way above our weight, and that Rotorua as a venue is not the “ghost town” some media believe we are becoming.

The “main course” for October was the 10th Anniversary Lakefront Car Show, postponed at the last minute in January when we were plunged nationally into the “red Covid settings” which prevented it going ahead. We had a number of groups making plans to be there, including the Hawkes Bay VCC branch on their annual ‘Safari’, and large groups of Minis and Studebakers. Every day in the week leading up to the event the weather was forecast to be very poor, and on the Friday prior the difficult call was made to cancel the event, with a severe rain warning from 10am Sunday through to Monday morning forecast by the Met office. The rain came on Saturday afternoon, never stopped, and was very heavy during the “show hours”. The Village Green was a series of small lakes by the middle of the day. It was the correct call to cancel, we would have had very few people turn up, both cars and public visitors. The 10th Anniversary will now take place in the usual time slot, on 22 January 2023. Lets hope it finally happens. On the Sunday evening Fleur and I were invited to have dinner with the Hawkes Bay Safari group, and despite the challenges, they had a great time in Rotorua over 4 days. They went on the ‘Ducks’ before the weather went topsy, and visited a number of collections, including our garage, which I had bolstered with a few extra cars, including the Thomas’ Citroen DS23 and a neighbour’s Jaguars.

Don’t forget our Xmas Social in early December. To give the “kitchen crew” a break this year it will be held at the Distinction Hotel. While it will be a little more expensive than in recent years, all those in attendance will get to enjoy the whole evening. Swap Meet volunteers will be paid for by the branch, and there is a cash bar (no BYO). More details elsewhere in this issue.

As this issue goes to the printers, I have just got back from the BOP branch Swap Meet. They had a slightly soggy start but a lot of great cars on display. Now I am off to Upper Hutt with a sad car on a trailer behind me, so hopefully I will be safely back for November club night.

FROM THE SECRETARY

by
Dennis Whimp



The committee discussed the state of the vehicle servicing ramp beside the clubrooms. The wheel runners have failed in a number of places and if anyone is proposing to use it, there would need some repairs. John Newson is pricing up the cost of installing new runners, but the question was asked, “will anyone use it?”. There is very limited working height from the ground to underside of a vehicle and no platform level working space to get into the engine bay. Have a think about it and we would like to discuss it further at club night. We also discussed the replacement of the TV as it has failed. Do we need it for presentations or not and would a good data projector be better option. The cost would be approximately \$4,000. This is also something for further discussion at club night.

I see that the Canterbury branch said that their very large Swap Meet was the best one they have had since well before Covid. Comment was made on the large number of 30 to 40 year old Japanese cars on display and the Japanese parts in the swapping area. This is probably the future of the club as when the club was founded all the cars were 30 to 40 years old.

If you are going to the Waikato swap meet on Sunday 20th November be aware that the Karapiro Dam Road is closed and that our access will be through Leamington.

There is an interesting article in the Wellington branch magazine from a mechanic member with his own business who had an older \$30,000 Nissan Electric Vehicle Leaf in with a faulty battery

module. You can't replace a module in an older battery so it was either fit a second hand battery at \$14,000 with no guarantee or a new battery pack for \$20,000. The next problem was that no-one was prepared to transport the damaged battery, so what to do with it. I guess this will become an increasingly urgent issue in the future and overseas battery deconstruction has started, but it is still cheaper to mine Lithium from the ground than extract it from old batteries.

A big welcome to Patrick Duncan of Ngongotaha, who along with Hayden is restoring a 1974 Hillman Hunter. It was great to see you both along at our last meeting.

XMAS SOCIAL DINNER NIGHT

Saturday, December 3rd

Distinction Hotel, 6pm dinner

BBQ buffet dinner - cash bar

Only \$42 per person for a night of great food and great company! FREE for Swap Meet volunteers!



Please bring a \$5 gift along to exchange and your sense of humour. Wear an item of Christmas clothing too!

Please advise Fleur on 021 181 0191 or
Dave on 027 412 8227 if you will attend so
that catering numbers can be organised.

Auckland Hunua 100 Rally *by Fleur Tomlinson*

Well what a weekend, not a dull moment from start to finish. Saturday morning Dave and I rushed about packing bags for the weekend, making sure we had everything we needed and ticked off the list. Dave got our 1933 Rolls-Royce 20/25 all ready up at Hall Road and brought it down to home for the final few things he needed like his cap to keep the sun out his eyes, water bottles and other bits and bobs. He soon set off towards Auckland and Alex and I followed some time later in the Mustang. Traffic heading south was horrendous good thing we were going north. After dropping Alex off at my Mum's in Hamilton I was soon on the road again heading towards Auckland to meet up with Dave.

I got onto the expressway was cruising along and so happen to look in the rearview mirror and hello there was a late 1990's convertible Mustang catching up to me. A few more k's down the expressway and soon we were joined by another Mustang a blue one same model like ours. We travelled in convoy all the way up to Auckland until I turned off at the Papakura off ramp which was the one for our hotel. I highly recommend the Double Tree Hilton at Karaka, the staff were amazing, they have the most comfortable beds and most delish cookies they present to you when you check in. I would be no good working there I would be eating the cookies they are so good.

The deal Dave and I had for doing the rally was if I had to do the rally he had to do Costco. So off we went to Costco. Shopping done, one happy wife and next door neighbour back home who were itching for their haul of goodies but had to wait a couple of days.

Next morning we got up early enjoyed our amazing buffet breakfast that filled up us for the entire day. Had our caffeine fix, got the car all ready and headed off to the starting point of the rally. We got there and only a couple of cars were there but soon they all started arriving. We chatted to a few people we knew and got all sorted and soon we were off. Growing up in Papakura this was my old stomping ground so it was great to see all the changes and new developments in the area. We were tracking along nicely and for once I was actually seeing the silent checks feeling very proud of myself. Even though I had forgotten to write down the times I had seen them.

We did make one error of judgment and made a wrong turn and Dave made a bad 3 point turn and noticed the clutch starting to play up, that was the start of it all going wrong. We carried on praying it all be OK. We got to Brookby and going up a very steep hill Dave thought he would be the nice person and let the stream of cars that suddenly appeared behind pass so he pulled into a little side street and sat on the clutch and brake and that was the end of it. Traffic passed he went to go and hello, we had no clutch, no gears, just an awful smell coming from the car and black smoke coming out the bottom of it. So I quickly had to leap out of the car and divert traffic past us as Dave reversed his way back down the side street into a safe spot under some trees in hope that the clutch would unstuck and be OK. Sadly not the case.

After 45 mins of sitting waiting for things to cool down and Dave finally admitting defeat he finally called AA. Another 40 mins on hold finally we get through to someone and request a tow truck to come and rescue us as the car was not going anywhere on its own accord and needed a tow all the way back

home to Rotorua.

We sat waiting thinking oh here we go will be another 2 hours before we get a tow truck but to our surprise one turned up rather quickly less than 20 mins after we hung up from talking to AA. The tow truck driver was amazing he took the 20/25 all the way back to Rotorua for us after dropping Dave and I back at our hotel first. (Good thing we had the Mustang up in Auckland or we would have been really stuck). And even helped our neighbour Neville and Sean push the 20/25 inside Hall Road for us.

So with the car all safely tucked away back home safe and sound we carried on our weekend up in Auckland. We went to the Rally Dinner that night which was lovely. The food was really good. We sat with the Ballantynes, and Gavin and Sophie who by the looks of things win almost everything. After dinner we had to make a pit stop at the local petrol station and top up the driver's side front tyre as it seemed to be going flat and we discovered when we got back home and had taken it off that it had a big nail in it so that had to go off for a puncture repair. Hmmmm, was someone trying to tell us something that we don't do weekends in Auckland.

Next morning we got up, had breakfast, topped the Mustang with fuel, air in the tyre and head to Hamilton and collect Alex from my Mum and head back home. Dave up to Hall Road to see what he can do to the 20/25. But sadly the 20/25 is on a roadie back down to Wellington to Bristol Autos for a clutch repair and fingers crossed won't be off the road for long and we hope to have it back before Christmas.

August Car In The Room *by Michael Thorne*

1972 Rover P5B Coupé

Following a move to a smaller property, I woke up one morning in July last year and decided a change of vehicles was desirable. The Porsche and Motorhome would stay but the Panther and Alfa Romeo GTV6 would be sold to make way for one new classic.

The Panther had been my fun car for 7 years. Great whilst I was single but now I had girlfriend with a cosmetics bag the size of a sea-going chest, not entirely practical.

The plan was to sell the Alfa and Panther first and “then” look for a new classic. Whilst contemplating the sale options I went online to see what was available - and there it was - a 1972 Rover P5B Coupé in pristine condition with only 54,000 mls on the clock. I had originally seen the car in December 2016 when Webbs were auctioning a range of quality cars from the Roy Savage collection. The auction estimate was \$26-37,000 but it sold for \$57,000. Unfortunately I was too busy to pursue a purchase at that time. So I thought about it... carefully... and rang Simon @ O'Reillys Garage in Wellington who were marketing the car. 30 minutes later I now owned a 1972 Rover P5B. I paid \$59,900 including delivery to Rotorua.

The Rover P5 series was a group of large saloon and coupes produced by Rover from 1958 until 1973. The Mark1 Rover had a 3-litre motor producing 115hp (86kw). Over the next 9 years the power output was increased to 134hp. The P5B was introduced in 1967 but now had a 3.5L light weight, aluminum V8 from Buick. The “B” on the model name stands for Buick. Initially the

V8 developed 118kw but this increased to 134kw by 1972. The Borg Warner Type-35 automatic transmission was standard. The exterior remained mostly unchanged but now included Rostyle wheels and fog lights. When production finished on 1973, 9099 coupés and 11501 saloons had been built.

Although my car has 4 doors, it is designated a coupé. In a recent edition of Beaded Wheels, Ronald Mayes had presented a well researched article on “coupés”. The P5B variant was a favourite with Prime Ministers and industry leaders. I once read that “political and industry leaders drove Rovers, whilst crooks drove Jaguars”. In 1973 the last batch of P5Bs were purchased by the Government. In 1979 Maggie Thatcher entered Downing St in a 1972 model.

The Rover makes no apology for its design. It's bold and brassy in a stately sort of way but lacks the design elegance of the Mk2 Jaguar or the hint of modernism of the Triumph Stag. And yet it has a presence, a sort of ‘in your face’ stance whilst still maintaining a classic look.

My P5B was registered new in New Zealand March 1972. The Auckland Rover Car Club told me the first owners kept the car well maintained. The car was sold in 1994 @ 48876 mls and for the next 24 years was part of the Roy Savage collection but only travelled 4100 mls.

An investor purchased the car in Dec 2016 and put it into storage at O'Reillys Garage, Wellington. Over the next 5 years the car only travelled 600 mls until I purchased it at 53692 mls in July 2021. The Queen also owned a number of P5s - so obviously I have good taste.

CLUB NIGHT - November 9th

Neil Hunt Park - 7.30pm

Car In The Room: 1961 Chevrolet Belair

Followed by tea and coffee.

Club Run Sunday, 13th November

Be at the clubrooms by 10.30am for first car away by 11am. We will travel to the Tirau Museum (touring run on SH 5 so there will be no questions). Bring a picnic for your lunch, there is a place there to eat with shelter. Sadly the honey person has left the museum so no more honey for sale but if you want to know anything about bees you can ask museum staff. If you don't want to picnic you can head into Tirau to a café. There is no EFTPOS at the Museum, it is cash only, \$5 entry fee per person to be paid when we arrive.

Midweekers Wednesday, 30th November

Meet at the clubrooms at 10 am. Then out to Lake Rotoma via SH 30 where we will meet Thelma & Les by the Matahi Road carpark adjacent the toilet block. Thelma has plotted an interesting drive from there that ends at Julian's Berry Farm for lunch.

Former branch member Robyn Skelton is standing in the election for the Rotorua Trust.

We wish Robyn all the best.

VOTE

Robyn Skelton

For Rotorua Trust



- Understands and is committed to addressing Rotorua's needs
- Has proven governance experience
- Is honest, dedicated and will stand up for the community

COMING EVENTS

	Date	Event	Time	Venue	Page
Nov 2022	9	Club Night	7.30pm	Clubrooms	11
	13	Club Run	10.30am	Clubrooms	11
	30	Midweekers Run	10am	Clubrooms	11
Dec 2022	3	Xmas Social	6pm	Distinction Hotel	5
	14	Club Night	7.30pm	Clubrooms	
	18	High Tea Run	TBA	TBA	
Jan 2023	22	Lakefront Car Show	10am	Village Green	
Feb 2023	8	Club Night	7.30pm	Clubrooms	
	12	BBQ Run	TBA	TBA	
	22	Midweekers Run	TBA	TBA	
Mar 2023	8	Club Night	7.30pm	Clubrooms	
	12	Chairman's Run	TBA	TBA	
	29	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.

October Club Run



October Car In The Room

