

SIDE CURTAINS

The magazine of the
ROTORUA VINTAGE AND
VETERAN CAR CLUB

OCTOBER 2017



WE'RE NOW ON FACEBOOK !

www.rotoruvintagecarclub.org.nz

Club Run to Pirongia, October 1st



Vanden Plas
Princess 3 Litre

Sunbeam
Rapier



Triumph 1300 TC
engine bay - see page 10



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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

Treasurer - Terry Fitzpatrick

Club Captain - vacant

Asst. Club Captain - Kevin Scott

Committee

Bob Mackay

Roger Nelson

John Peters

Lois Thompson

Terry Wadsworth

Cliff Wickham

Patron - Bob Mowbray

Mid Weekers - Bob Mackay

Side Curtains Editor - David Tomlinson

rvvcc.editor@gmail.com

Beaded Wheels - Ronald Mayes

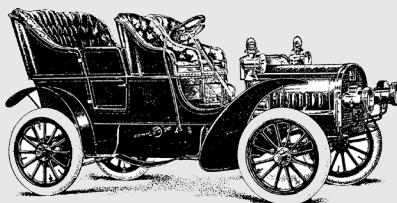
Librarian - Roger Couchman

Asst Librarian - John Kirkland

Cards/Flowers - Doreen Green

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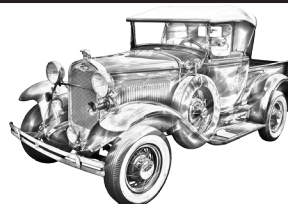
Cover Photos

Front - September Club Night

Back - Pirongia Club Run, 1st October

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

- August 2017

by David Tomlinson



September and early October were almost as busy as August, with our club night, midweekers and our long club run to the Pirongia Craft Market followed by a picnic lunch and shed tour. A week later Fleur and I headed off to Brits At The Beach in Whangamata with 3 kids in tow (actually, we had them in the cars, not being legal to tow children without working lights, WoF etc...).

At our September club night we had the Philips' DeSoto Airstream on display, and then a talk on the Electric Vehicle Car Show in Auckland. Our October club night will feature a Riley RMB in the room.

Please note our events calendar at the back of this issue which has a few dates out of sync with our usual schedule around this time of year, and the addition of an Xmas Social in early December. More info about the social in the next Side Curtains.

We delayed our September run to coincide with a great opportunity on 1st October in Pirongia, and we had a very good turn out of cars and members despite very disagreeable weather. Apparently the Pirongia Fair has around 30,000 visitors, but I would estimate only about 5,000 attended in the driving rain. It was still pretty busy, so must be really hard to squeeze through the crowds when the weather is good. We then drove in convoy about a kilometre to a nearby farm where our hosts had set up a covered eating area for our picnic lunch, and then let us loose on their beautifully manicured gardens and two sheds full of cars and farm machinery, and a workshop shed which featured many very old tools and machines which still worked. The car collection was predominantly British, and included a Rover 3 Litre coupe, a couple of Humber Sceptres from different eras, a Vanden Plas 3 Litre and a Vanden Plas 1500, which was based on the Allegro. There were several older Daimlers, a yellow Stag and a little grey Triumph 1300TC which is featured in an article later in this issue. The weather improved and Fleur, Alex and I got almost all the way home before the rain started again.

Our October Club Run will be a simple run of about an hour or so, with a few questions thrown in for those that miss the competitive runs, and will

finish up at The Landing at Lake Tarawera. You can then have lunch at the cafe, or picnic outside or just do your own thing once we arrive there.

Those wanting to display their car in October can also take advantage of a car show for Hot Rods and Classics on the Saturday of Labour weekend at the Ngongotaha Domain from 10am until 2pm.

There is a long item on our Whanganui Tour in November later in this issue. It is exciting that this longer run is now only a few weeks away. I am really looking forward to the excellent hospitality Ed Boyd and other Whanganui VCC members will be putting on for us all.

Our annual Lakefront Car Show will take place on Sunday, January 21st 2018. Other clubs and branches will be sent information about this event shortly, and it would be good to see all branch members bring at least one car out to this event. If we get a good weather forecast we should expect at least 200 vehicles to be on show.

I note that in the UK, the MOT (similar to our WoF) will no longer be required for privately owned motor vehicles once they are 40 years old. Apparently the number of vehicles over 40 years old involved in accidents in the UK is so statistically minute it has been decided there is no need to keep inspecting them annually. Apparently 30-40 year old cars still have a very, very small involvement in accident statistics there.

As mentioned earlier, Fleur and I and the kids went to this year's last "Spring" Brits At The Beach event in Whangamata. We saw the Philps and Rowsons there too, and new members Greg and Veronica Adams had their Jensen Interceptor on display. From next year the event will be held in mid-February to avoid the poor weather that has blighted this event in recent years. Even this weekend past they had to call off all Sunday activities, but we did get fine weather for the Grahamstown event on the Friday and the Whangamata and Tairua events on the Saturday. We took two cars again this year, my 1978 Rolls-Royce and 1993 Bentley, but I am tempted to take my old Bedford truck next year as there were no trucks at all this year. Another really glaring "omission" was the complete lack of older Austins this year, only an A95 on display. Triumphs and MGs dominated, with very few pre-1945 cars on display. It was great to see 6 Alvis' there, including a 1926 tourer, two Grey Lady's and three TD21 models, one a drop head coupe. A few photos from the event are on the inside back cover. The "best in show winner" at the main car show was an MGC 6 cylinder coupe.

FROM THE SECRETARY

by
Dennis Whimp



Welcome to new members

A big welcome to Jamie and Andrea Baguley of Hamurana. They have three club eligible vehicles; a 1963 VW Beetle saloon, a 1975 Fiat 124 Spyder convertible and a 1977 Triumph 2500TC saloon. We look forward to seeing them and their vehicles at our future events.

Renewing your membership

A reminder to renew your membership now to get the discount. If doing it by internet banking, make sure you put your name and membership number in the relevant boxes as Julie at the National Office has been frustrated by money appearing in the bank account titled Subs Renewal with no other information as to who it is from.

Cook Straight Ferry Crossing discounts

Both the Interislander and Blueridge Cook Straight ferries have discounted rates for NZ Vintage Car Club Members. There is a close out period with no discount between 19 Dec 2017 and 31 January 2018. NZVCC membership cards are required to be presented on check in. Details are on the club notice board or request a copy of the info from me. Contact details in the front of the mag.

Power and Gas supply to the club rooms

Can whoever arranged the last supply agreements please contact me as the committee have requested I look into the current charging regime. The billings don't look straightforward and I would hate to derail a beneficial arrangement

August Car in the Room *by Dennis Whimp*

1936 DeSoto Airstream Deluxe

David Philps brought along the very nicely restored DeSoto and explained how he managed to acquire a car and not get divorced. He had seen the Desoto many years ago after it had been restored by Les Haytor of Taupo and got that itch that only car enthusiasts know. About 14 years ago, he put one of his vehicles in the Te Puke Autobarn auction and while there, spotted as a late entry the DeSoto. The immediate phone call to Jill and agreement reached was that if his car sold, he could buy the Desoto. His car didn't sell but a few phone calls later and it was David's decision. We didn't hear what the penance was but the DeSoto ended up in the Philp's garage.

David doesn't know the early history of the car, except it was newly registered in 1996. After he brought it, business pressures meant that the DeSoto remained in the shed until about 14 months ago. Being the clever chap that David is, he found that a Falcon diff was an exact exchange and made the car much more pleasant to drive. It will sit all day at 60 miles per hour and makes a great Art Deco car.

The vehicle has an all steel body including the roof insert, it sits on a 118 inch wheelbase, has a 93 hp 241 cu inch 6 cylinder motor, the brakes are hydraulic and it has a factory fitted overdrive. When in overdrive it is a hairy drive as there is no engine braking so that is not used. Hence the Falcon diff.

The DeSoto make was founded in late 1928 by Walter Chrysler who introduced the 1929 models to compete in the mid-price range with its competitors like Buick, Studebaker and Hudson. DeSotos served as lower priced versions of the Chrysler products. Around the same time, Chrysler purchased the Dodge and Plymouth brands. The name DeSoto came from the early Spanish explorer who was reputedly the first European to cross the Mississippi River. In 1935, Desoto introduced the Airstream to run alongside the poor selling streamlined Airflow that had commenced sales in 1934. The Airflow was a marketing disaster so the much more conventional Airstream body made by Chrysler proved a market hit. It ran over 2 years with only cosmetic changes. It would be interesting to know how many of this model made it to NZ as this is the only 1935/36 DeSoto listed in the National NZVCC vehicle list.



Club visit to Whanganui (including Spring Tour)

Thursday 9th November (Spring Tour group)

We will be on state highways all the way from Rotorua to Taihape, and need to be mindful of other road users, especially heavy transport having time schedules to keep. For this reason we will not travel as a group but meet late afternoon for beer o'clock at five in Taihape at the ASPEN COURT MOTEL. It is suggested that maybe members travel in pairs keeping 80-100 metres between cars which should help avoid a convoy situation. If necessary pull over and stop. Remember it is a privilege to drive our cars in New Zealand, in some countries we would require a permit for a tour like this.

Dinner - There are number of restaurants in Taihape (no bookings have been made).

Friday 10th November (Spring Tour group)

9am - Leave motel, travel to Colyton Clocks (85km). Travel this morning will be on State Highway 1 for about 40km, and then turning left onto State Highway 54 which is a normally a fairly quiet road, but not easy for overtaking so it is up to us to respect other traffic.

10.30am - Visit Colyton clocks (collection of clocks) entry fee around \$4pp.

11.30am - Leave for Feilding (today is Farmers Market Day). Lunch at a café in Fielding or make a picnic.

1pm - After lunch meet at Coachhouse Museum, corner of South Street and Kawakawa Road, Feilding (group entry \$10pp, normally \$12).

3pm (approx.) - Leave for Whanganui and check into motels. Travel to Whanganui off the State Highway as much as possible, travelling via Halcombe Road turning right onto State Highway 1 then then left on to Makirikiri Road then right onto State Highway 3 for the last 28km into Whanganui.

Friday 10th November (Weekend group)

Travel to Whanganui, please remember if you are in your club car to avoid holding up the traffic. Friday night can be very busy on State Highway 1. Please remember to inform your motel if arriving late.

Saturday 11th & Sunday 12th November

We are in the hands of our hosts at Whanganui, for a day and a half of surprises!

Meals in Whanganui - No bookings have been made, there are numerous restaurants available for evening meals. Lunch will be a picnic or at the café which I understand is close to where we will be visiting on Saturday morning.

Note. I will endeavour to provide all participants with a full list of tour members contacts so that we can be in contact if necessary. - Bob Mackay



September Midweekers *by Bob Mackay*

A smaller group than the previous month of seven club and two modern cars met at the Ngongotaha Fire station before making our way on via Oturoa road to the Cheese factory café at Waharoa for lunch. Following lunch we visited a dairy goat farm about 15 kilometres north of Waharoa.

We were made very welcome by one of the owners and the goat farm manager. The farm has been owned for three generations, and is still very much a go ahead enterprise. Besides the goat farm they also run a dairy cow unit and an agricultural contracting business.

With goats natural intolerance of wet and cold weather they live in the lap of luxury, in a high open sided barn the size of a rugby field, clean wood shavings for a bed, fresh air and a 24/7 smorgasbord of the finest silage with added extras for a well-balanced diet. They even have a covered walk way to the milking shed, a happy friendly herd, but like all goats they love the challenge to chew and destroy any thing possible so everything from a gate latch to a water pipe has to be of goat proof materials.

The operation of caring, feeding and milking the 700 milking goats is run with just two labour units including the herd manager with extra help at kidding season. The cost of production is very high compared with dairy cows but the returns are much higher. The milk has to be of a very high standard with many safe guards stipulated by the co-op that processes the milk into infant formula for export.

The only disappointment was that photos were not allowed so no photographic evidence is available of one silver haired club member in her 80's rolling up hers sleeves to lend a hand milking.

MILEAGE MILESTONE *by Ronald Mayes*

When we bought our 1977 Triumph 2500TC automatic from its original Tauranga owner on 26 September 2002 it had covered just 44600 kilometres since first being registered on 26 September 1977. It had had not one single accessory fitted and looked “almost like new.”

40 years on It still looks very good but has some differences – useful accessories fitted and one major change. When we bought our modern car (an automatic 1999 Honda Accord V6) it sort of became surplus to requirements (Gloria prefers automatics) until son Richard said “You always wanted a manual/overdrive 2500 so why not convert it?” This I did, and it certainly makes for a more relaxing drive on the open road, the engine turning over at “only” 2450 rpm instead of 3050 at 100 km/h. Around town, though, the heavy clutch and slowish gearchange mean that the Triumph 2000 automatic is preferred. I suspect that the reduced fuel consumption costs following the conversion might take a long time to outweigh the costs of the job.

When home from the October 1 club run to Pirongia the odometer was reading 99992. A shopping trip to town just a few days after the 40th anniversary of its first registration brought it up to 99999 coming up Malfroy Road and it clicked over to the magic 00000 just as I came into our drive.

999999 km odometers are now common. I guess that, back in the days when these cars were built they were not expected to run for many hundreds of thousands of miles (or kilometres), but that can make it difficult when looking at cars for sale – we see some interesting descriptions on the sales sites!



Triumph 1300 TC

by David Tomlinson

I will start by saying I am very uncomfortable writing a piece on a Triumph car with our regular contributor Ronald Mayes knowing substantially more about this marque than I could ever hope (or want!) to.



On our recent club run to Pirongia one of the cars in the sheds we perused was a little Triumph 1300, that at first glance looked like a Toledo. But, this was a fairly uncommon Triumph 1300 TC. It looks like a scaled-down version of the Triumph 2000, but it was technically an entirely new conception, a four cylinder front wheel drive small family car of ingenious mechanical layout, the gearbox separate from and below the crankshaft, different lubricants being used for engine, gearbox and final-drive, and the transmission to the front wheels passing through Metalastik universal joints. This was a very different approach than the BMC/Mini front wheel drive.

It also takes its place in history as being the only production car made in Britain to begin life as a front-wheel drive, and end it as a rear-wheel drive until Leyland's successor, MG Rover, repeated the trick in turning the Rover 75 into the MG ZT 260. It was also Triumph's last front wheel drive design.

One very unusual and obvious feature when looking under the bonnet is that the starter ring gear is at the front of the engine. This made the ring gear very easy to replace, but also much noisier in operation. The starter motor itself also had to turn in the opposite direction with the ring gear at the front. This all came about as it just would not fit in the conventional place with the ingenious front wheel drive design. Also the motor/gearbox layout was very "tall", which limited styling options. The engine proved to be a little heavy for this particular design and owners found it very frustrating as the rubber bushes had to be changed every few years. The example on display in this collection was particularly tidy, and not a car you will see very often.

CLUB NIGHT - October 11th

Neil Hunt Park - 7.30pm

Car in the room: 1949 Riley 2.5 RMB

Speaker: Alan Barnes

Followed by tea, coffee and biscuits

Upcoming Midweek Runs *by Bob Mackay*

Midweek Run 18th October 2017

Please note the date, it is on the 3rd Wednesday of this month.

We will meet at the club rooms for morning tea at 10am before taking a long journey for lunch at the Blue Berry Cafe in Mamaku.

October Club Run *by David Tomlinson*

Club Run 15th October 2017

Due to the September run being a longish day out two weeks prior, and the Spring Tour run being a very long run in early November we will keep it simple for October.

Meet at the club rooms at 11am for a relatively easy run which will end up around mid-day at The Landing at Lake Tarawera. Those wishing to stay and have lunch at the Landing can do so, or you can choose to picnic nearby or just toddle off and do your own thing for the afternoon.

Also there is a car show featuring “Hot Rods and Classics” at the Ngongotaha Domain from 10am-2pm on the Saturday of Labour weekend for those that wish to venture out again in October and show off their pride and joy.

COMING EVENTS

	Date	Event	Time	Venue	Page
October	11	Club Night	7.30pm	Clubrooms	11
	15	Club Run	11am	Clubrooms	11
	18	Midweekers Run	10am	Clubrooms	11
November	8	Club Night	7.30pm	Clubrooms	
	9-12	Spring Tour	2-4 days	Whanganui	6
	29	Midweekers Run	TBA	TBA	
December	9	Xmas Social	5.30pm	Clubrooms	
	13	Club Night	7.30pm	Clubrooms	
	17	Posh Picnic	TBA	TBA	

Gift Baskets please!

If you have any unwanted gift baskets available (just the basket!) could you please drop them off at the clubrooms? The branch regularly makes up gift baskets for sending to members from time to time, and it will save the branch money and time if we have baskets already available.

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, and to promote our branch nationally, and to potential new members. If you have any suggestions for improvements please contact David Tomlinson.

Brits At The Beach 2017

Rolls-Royce 25/30
Saloon at
Grahamstown
Gathering



Grahamstown
Gathering “best of show”
Lotus Cortina Mk1
(genuine)

Whangamata Car Show
“best of show”
MGC coupe



Tairua Day Tripper
“best of show”
Alvis TD 21 coupe

Club Run to Pirongia, October 1st

