

# SIDE CURTAINS

The magazine of the  
ROTORUA VINTAGE AND  
VETERAN CAR CLUB

OCTOBER 2022



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[www.rvvcc.org.nz](http://www.rvvcc.org.nz)

# September Club Run



# SIDE CURTAINS - October 2022

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  
021 731 678

**Treasurer** - Maryann Scott

**Club Captain**  
Terry Wadsworth

**Asst. Club Captain**  
Fleur Tomlinson

**Committee**  
Ronald Mayes  
Neville Harper  
Geoff Nitz  
Alan Judd  
Ken Thomas  
John Newson

**Mid Weekers** - vacant

**Side Curtains Editor** - David Tomlinson  
rvvcc.editor@gmail.com

**Beaded Wheels** - Ronald Mayes

**Librarian** - Dennis Kenny

**Librarian** - Ronald Mayes

**Cards/Flowers** - Doreen Green

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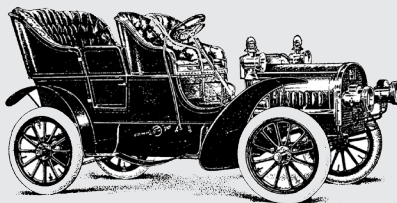
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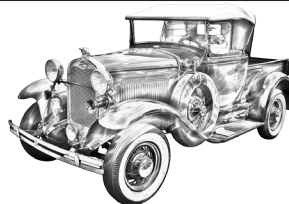
## Cover Photos

Front - September Midweekers

Back - September Club Run

## 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

## - September 2022

*by David Tomlinson*



I have been inundated with content for this month's Side Curtains, so I will keep my column brief.

Another very busy month has flown by, starting with a talk on club night from Andy Brooking about his business, which imports cars from the USA, does tours of the USA with car themes, and customises cars. Our club TV has died, so Andy had to paint a lot of mental pictures which he did very well. We really don't use the TV, so the committee will consider what we do next in this area.

Our September club run was well attended, and was a great trip around Tarawera with some great stops, and a café finish. The midweekers also looks like it was a great day out. The classics breakfast meet was well attended, but only Fleur and I attended with cars from our branch this time. I see that the Harpers and Thomas' had cars at the Te Aroha Cruise In, and the Harpers and Judds had cars at the recent Ronald McDonald House fundraising bike and car show at the lakefront. The endless wet weather has stifled numbers at car shows in recent times, it will be interesting to see what happens with our delayed show at the end of October. Bring your car, or two, or three or more!!!

Our Xmas Social this year will be on 3 December at the Distinction Hotel, with more details in the next issue of Side Curtains. Cost will be around \$42 per person, with Swap Meet volunteers free of charge as usual. It will be fully catered with a cash bar.

Club runs continue to be well patronised, it would be good to see this continue as things get warmer and drier. Midweekers still need a co-ordinator but keep on going. And don't forget the Car Show!

# FROM THE SECRETARY

by  
*Dennis Whimp*



A big welcome to our new members.

Ray Oakley of Lynmore who has a 1979 Escort 1600 Sport. Ray is well known to many of our members as he has had a large number of club eligible vehicles in the past.

Hayden Duncan of Ngongotaha who has a 1974 Hillman Hunter.

We look forward to seeing you at our meetings and events. Please see me about getting your name badges.

A reminder that Vero insurance offer us discounted premiums for all insurance policies. As well, the branch gets a commission which is normally between \$1000 and \$2000 per annum. The Vero contact information is at the front of the magazine.

Our annual subs were sent out by National in mid-September. If you are making an electronic payment, ensure you record your membership number in the reference field. In fact all correspondence by existing members with the National office requires your membership number.

The Sunbeam Owners club used our clubrooms for their Saturday night meal in mid-September on their anniversary tour from Cape Reinga to the Bluff. It had bucketed down for the two previous days which had reduced their numbers. John Newson who attended their evening on the branches behalf said a prize would have to go to the Wellington owner of the Imp that dove from Wellington to the Cape, was doing the tour to Bluff, and then driving back to Wellington.

I see in the last Webb's Classic Car Auction that former member Bob Woolston's immaculate 1927 Cadillac La Salle roadster sold for \$89,125. At the other end of the scale, the closed British Car Museum at Haumoana is progressively selling off all the vehicles on trade me under 'barnfindnz'. At least two of them have ended up in Rotorua and although very complete need a substantial amount of work to get them legal again.

The branch clubrooms are available at no cost for use by our members for their own family functions. The committee have decided on a set of conditions for this use and the use by others, although the rooms are not for general hire. I have put the conditions on the notice board and can provide a copy to any members who want to see them.

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## **PRIDE BEFORE A FALL** *by Ronald Mayes*

My Vanden Plas Princess 1100 was featured large in the August issue of Beaded Wheels and I had received lots of cheek from club members before I even received my copy of the magazine. I had sent the article to the editor last year.

But near the end of the run to Golden Springs on the Sulphur City Rally the car's coolant temperature gauge climbed into the danger area. Water had mostly disappeared from the radiator's top tank but we could not see from where it was leaking. After topping it up it seemed okay but by the time to leave the lunch stop the level had dropped somewhat. Dennis W. gave me a big bottle of water and I almost made it home before the gauge again started to climb.

Next day I topped up the radiator but left the car in the garage. Eventually a pool of water appeared on the floor and close inspection revealed the source: the tiny by-pass hose between the water pump and cylinder head had split.

I had a new, concertina type hose which was supposed to be easily fitted but, after removing top radiator and overflow hoses, windscreen washer and the cowl around the top half of the radiator and cutting out the old hose, there was no way I could compress the new hose enough to go fit over the spigots on pump and head. A Minor specialist *(continued page 11)*

## September's Lake Tarawera Raid *by Neville Harper*

We were a bit worried at a quarter to one as we only had three cars to go but by one o'clock we had seventeen mostly club cars ready to set off on their straight line navigation tutorial (guaranteed not to get lost), yeah right! It was just a short run around Lynmore with written instructions included so most people enjoyed the experience and should be good to go next time they come across the "dreaded" straight line navigation.

Back to written instructions which EVERYONE could understand which took us out to Lake Tarawera to Keith Goodwin's place where he had 7 Alfa Romeos for us to check out. What an amazing collection and what an amazing place he has there (you should have been there).

From there we reassembled at Stoney Point Reserve where quite a few locals had their cars on display for us. Tony Perks was there with his Austin Healy that they have owned for many years, Chris Thompson had his Wolsley 1300 and his MGBGT, Ross Keyworth had his Mk1 Cortina GT and his Mk2 Cortina GT station wagon with a Lotus DOHC engine. There was also a Dodge Dart convertible and an XP Falcon V8. It's amazing what is hidden away in peoples garages.

From there it was off to the Landing Café for afternoon tea. We had warned them that we were coming and they managed to get us all fed and coffeed. It is certainly a beautiful spot there to have afternoon tea. Some members walked around to have a look at the ancient Maori paintings. They are still working on the redevelopment of the area and it will be very nice when finished.

*The following article was sent in from Northland based Sulphur City Rally entrants Jen & Steve Cornwall*

## **Rotorua Sulphur City Rally 2022**

This year's Rotorua rally was our only long distance event for 2022. After booking our accommodation at the Rotorua Distinction Hotel in 2020 and cancelling, then booking and cancelling again in 2021 we were finally off to Rotorua, from Paihia in August 2022. With planning and driver changes, Jen and I are able to make the 460km trip from Paihia to Rotorua easily in 1 day; changing drivers every 2 hours and refuelling twice.

With our changeable winter weather certain precautions are needed with a Post War car that leaks a bit, so all of our bags were in the boot each in a plastic bin liner, there was a towel for the dashboard leak and a chamois leather in lieu of windscreen washers. The weather was fine down to Tirau and the drive along the new section of the Waikato Expressway was boring but great for fuel economy and had none of the Stop signs or traffic lights of the old route.

After a stop at Tirau for fuel and a driver change I was ready to drive over the Mamaku Range. It was fine and easy driving to the bottom of Fitzgerald Glade but coming out of the eastern end the rain had started. The rain then got heavier and the visibility ahead got worse. It was time to put the headlights on so cars coming towards us could see us on this narrow and twisting road. A catch though; I was driving so slowly that the generator was in "discharge".

The section from the top end of the passing lane to the freezing works, about 7 km, was the most stressful drive I have had in many years. Fortunately near the freezing works was a safe place to pull over and let about a dozen cars pass; relief and headlights off because the rain had stopped and the rest of the trip down to Rotorua was a piece of cake. These are the times when modern ABS brakes are so safe because I always felt that a hard push on the drum brakes in the heavy rain could cause either of the front brakes could "grab" and pull us in to an "incident".

Saturday morning was fine and after a fresh coffee at a Lynmore cafe we were ready for the rally.



It was great to see familiar faces and their cars again and there was much relief when we were told that there wasn't be "straight line navigation"; just out onto the country roads to the south of Rotorua. The oldest car was a 91 year old Austin 7 Chummy driven by a 90 year with a selection of Vintage and Post Vintage American cars; 7 pre War in total. There were 10 Post War Vintage entered , 1960s, 8; 1970s, 14; Modern,9; total 48 cars. Other interesting cars were a large 1933 Rolls-Royce 20/25, a large 1934 Graham coupé that was restored in 2020, and a young fellow driving a 1959 "bug eye" Austin Healey Sprite. The pair of 1960s Holden Premiers were also very smart.

An interesting feature of this year's event was the dreaded Waikite Valley Road hill, west of Waiotapu, which was traversed up-hill in the morning and down-hill after lunch. At the bottom of the hill the altitude is about 380 metres (1,210 feet ) and at the top is about 500 metres (1,640). The distance is about 800 metres so the average gradient is 15% or 1 in 6.5 which must be one of the steepest main road hills in NZ.

Because our Citroen has a high ratio differential, only 3 forward gears and no synchro on first, we knew that going up the very steep hill would be a challenge. Fortunately David Tomlinson had used the massive power of his Rolls-Royce to get a long way ahead from us and the cars behind us were still trying to find out what year the Waikite Valley School opened, we had the road to ourselves. I said to Jen that at some stage we would have to stop near the top of the hill to engage 1st gear. We had a good run up and Jen was able to achieve a perfect stop, use the hand brake under the dash, engage 1st gear and off we continued up the hill. After crossing over State Highway 5 at Waiotapu we continued to the east through the dairy farms of Reporoa towards the large Kaingaroa radiata pine forests. The public road along the edge of the forest is the famous Goudies Road, location of many New Zealand land speed records.

Goudies Road is a combination of public and private roads, both sealed and gravel. The total straight length is 11.5 Km, (7 miles) of which about 6 km (3.5 miles) is open to the public and is two lane tar seal. Goudies Road actually runs from State Highway 38, near Murupara to State Highway 5, east of Taupo and was a short cut between the Whakatane area all the way through to south of Taupo

until locked forestry gates were installed at either end of the gravel section. The land speed record for cars is 348 kmph, (216 mph) and was made in 1996 by a highly modified Porsche 911. The motorcycle speed record is 364 kmph, (228 mph) and was set earlier this year on a modified Kawasaki H2R motorcycle.

Back in 1972 Goudies Road was all gravel and the continuing “High Level Road” were part of the 1972 Heatway International Car Rally; a stage of about 45 km that was basically a straight line on gravel. Although the final Heatway Winner was Andrew Cowan in a Mini 1275GT, aka Mini Cooper S, with a top speed of about 85 mph, the fastest car on the Goudies Road stage was Jean-Louis Leyraud from New Caledonia in a large Citroen DS23 with a top speed on gravel of about 125 mph or 200 kmph; he apparently passed about a dozen cars! Anyway, we travelled along Goudies Road at a moderate 95 kmph on our way to the excellent lunch at the Mihi School, followed by a short gymkhana event. I need to improve my “throwing balls into buckets” skills because my poor performance in this “highly skilled” task most likely cost us the better place in the final results. We were 3rd in our class.

In the afternoon, as navigator I had to warn Jen that down the Waikite Valley hill would also be a challenge. Our Citroen only has single leading shoe front drum brakes so braking is also an art. Just over the brow of the hill I suggested to Jen that she change down to 2nd gear while the going was good and we made it safely down the long steep hill without any fuss.

After a shorter run back to Rotorua and afternoon tea we had a change of drivers and wonderful trip back to Cambridge in the afternoon sunshine. Two nights with family in Cambridge and we were in for an easy run back home to Paihia.

Our total trip was 1,100 km (685 miles) and our average fuel consumption was over 28 miles per gallon although the average fuel consumption on the Saturday rally was only 24 mph; too many intersections, sharp corners and steep hills; too much 2nd gear, unavoidable, but very enjoyable. A great rally once again.

*Jen and Steve Cornwall, Paihia*

# Mid week run to Neil Surtees collection

*by Neville Harper*

Twenty four of us set off from the club rooms heading over the Rotomas to Neil Surtees' collection. Neil lives next door to the Surtees boat factory on the road to Whakatane which was his business he sold some years ago. We arrived there not quite knowing what to expect and all I can say is WOW!!

He has incredible skills and has made and modified all sorts of cars. He has several sheds with a big range of different makes and models as well as numerous signs and memorabilia.

He must have at least 20 vehicles in those sheds ranging from a fully rebuilt and modified Ford Bonus ute which was "widened" and had later model V8 running gear with cruise control, electric windows and remote central locking etc, to a Ford Anglia 105E body which was fitted to a Mazda MX5 chassis and running gear. He had also completely hand made a Bugatti style racer with a Tiger Moth engine which was an incredible piece of work. He had also made several old school hot rods as well as a rat rod. He is presently modifying a late 1940s Cadillac two door with later model running gear etc. There were plenty of projects lined up in the sheds to keep him well occupied for some time.

He is also very involved in modifying and racing go karts with his son as well as racing high powered quad bikes which he told us is great fun.

From there we all headed towards Whakatane to the White House Café which is now known as the Thornton Bar and Eatery for a very nice lunch. They did a great job of getting the meals out quickly especially as there was another big group there as well.



Rotorua Vintage & Veteran Car Club  
proudly present the



# 10th Anniversary Annual Rotorua Lakefront Car Show

10am - 2pm, Sunday, 30th October 2022



## ALL CARS, BIKES & COMMERCIALS WELCOME!

Join us for the 10th Anniversary of this fabulous event. Numbers have increased every year with almost 500 vehicles on display in 2020 and again in 2021.

The venue is the Rotorua Village Green at the lake front, off Whakaue Street. This is an informal car show open to any individuals or clubs to display their vehicles. Drivers and visitors will be encouraged to make a gold coin donation during the event for St Johns Ambulance.

Car clubs are welcome to display their vehicles in a group. During the day drivers and their companions can enjoy their own picnic lunch under the trees, or take advantage of local eateries, including Rotorua's "Eat Street" which is at the southern end of the show area.

Come and see Rotorua's newly developed waterfront boardwalk, as well as many other attractions. This event has been very popular with locals and holiday makers alike. Vehicles range from early vintage to almost new.

For more information email [info@rvcc.org.nz](mailto:info@rvcc.org.nz) or check our Facebook page for updates. See you there!



ALL PROCEEDS DONATED TO ST JOHNS AMBULANCE ROTORUA

[www.rvcc.org.nz](http://www.rvcc.org.nz)

# CLUB NIGHT - October 12th

Neil Hunt Park - 7.30pm

Car In The Room: 1995 Jaguar XJS V12

Followed by tea and coffee.

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## Club Run    Sunday, 16th October

Be at the clubrooms by 10am for first car away by 10.30am. We will head to Mamaku to see an eccentric collection. Then off to lunch at the Hamurana Golf Club café around 12.30pm.

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## Midweekers    Wednesday, 26th October - TBA

As this edition went to press details were not yet available.

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*(continued from page 4)* said remove the water pump to make it easier to fit. That might be easy on Morris Minors, but Minis and 1100s really require a laparoscopy surgeon's skills for work on some parts of their engines.

I contacted the local Mini club and Mike Burr came to the rescue! He said buy an "Easy Fit" hose from the Te Puke Mini garage. This I did but it was longer and stiffer than the hose I had, but did have an internal chamfer on one end. Still too hard for me but Mike kindly came around and after some struggling managed to fit the hose! He used a small mirror to ascertain that all was in place.

"All" I then had to do was refit the cowling, top hose and other fittings. After losing two of the tiny self-tapping screws which hold the cowling in place somewhere down in the engine bay I finally (after two hours) had everything back in place and the radiator refilled. With an eagle eye on all the hose connections I ran the engine until it warmed up to operating temperature and saw no leaks. A drive around the neighbourhood showed up no problems so some sighs of relief were breathed.

Now I "just" have to replace a rear wheel bearing before the next WoF is due...



# COMING EVENTS

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

[www.rvcc.org.nz](http://www.rvcc.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.

# September Midweekers





# September Club Run

