



Cruise paper



Leader of the pack Rob Milligan's 1976 Pontiac Grand Safari crossing the Waikato.

October-November 2014
www.americanclassiccars.org.nz

Vice President's Prattle – The Final Chapter

As the old saying goes...there is nought more constant than change, so, welcome members to my last Vice Presidents Prattle for the Cruisepaper, at least for the time being .

Why my last you ask (you shouldn't actually have to ask, as you should all know by now, but humour me for the sake of my article!)? Well, quite simply, I have put my hand up to take over the top job from Russell, who has desires to lessen his work load somewhat and concentrate on keeping us members informed via the Cruisepaper and Club Website.

Instead of a formal AGM this year, the postal AGM ballot papers that we have received back have (unanimously) voted in favour of me taking over the helm from Russell, so thank you all for your faith and I shall certainly work hard to ensure that faith is not misguided!



Slipping effortlessly into the VP's position I have vacated, is Enid Service. Enid is a staunch American car fan, being responsible (with Brian) for the ridiculously successful summer season monthly Yank Tank Thursdays, long before weekend 'breakfasts' took off. She has also been an avid supporter of both our Club and the Cadillac LaSalle Club, and her almost endless energy and enthusiasm to get things done stands her in excellent stead and I look forward to working alongside her.

There are also some changes among the balance of the committee. Owing to other commitments, Bruce & Jane Skinner have not put their names forward for another term and only within the last few days, Graeme & Gwen Mackay have also elected not to carry on, despite initially being keen to do so.

I want to take this opportunity to thank the Mackays and the Skinners for their past contributions to the running of the Club, and for certain the committee meetings will not be quite the same without Graeme's outlandish humour and wit to constantly remind us not to take life too seriously! Let us hope their respective other interests do not prevent them from attending at least some of our future events, either collectively or independently. All the best folks.

So, technically speaking we have four positions open on the committee, if any of you guys or girls want to step up and make a difference, or at least simply help spread the load amongst us all, please give it due deliberation and give me a call or email if you want to discuss what this may entail. Honestly, it does not take up much time at our level, but the satisfaction can be immense knowing that you have done your bit to ensure the smooth running of the club and our events.

Meantime, we can rely on the mainstay of our club committee now for several years, at least as long as I have been a member, to ably assist Enid and I to steer the club in the direction we want to take it. Of course, I mean Russell Wilson, Dave Roper, Rodger (and Kay) Scorgie and not to mention our more recent addition to the committee, the unflappable and enthusiastic John Bercich.

So to those above-mentioned, I wish to thank you guys too for wanting to stick at it and work with Enid and I, and continue to offer our members such a neat little organisation to belong to. More of a family than a bunch of faceless members, a club that welcomes diversity and looks forward to at least semi-regular gatherings where we can meet and drive our cars on some great cruises to some awesome destinations. That, to me, is what this Club of ours is all about.

And on that note, we have some great events to look forward to in the coming months. What we – the committee – have opted to try part way through this year was to ‘allocate’ a date to each committee member, to organise a run, or event of some description. The idea is two-fold. Firstly, it means that the same few don’t end up shouldering the responsibility of having to organise everything *all of the time* but more importantly, it gives individual committee members a greater feeling of contributing and the resulting satisfaction of a job well done. It’s a cool concept that I hope to continue with the new committee.

On that subject, if any of you members have been somewhere awesome, or know of a shed full of interesting stuff we might want to look at (cars, trucks, military, memorabilia, race-cars, specialist workshops etc, even something for the ladies) or anything that you think we might be interested in, or even just an awesome drive somewhere, there are a couple of things you could do, and one you shouldn’t!

Firstly, you could have a go at organising a club visit or run yourselves, all it takes is a bit of planning, a free date, a meeting place and that’s pretty well it. Let us know and we’ll fit it in. Or, you could simply let one of us on the committee know the details (what, where, who, how etc) and one of us will potentially take it on, on your behalf. Lastly, what you **MUST NOT** do – is nothing! Do not keep these things to yourselves, please try and share them with us somehow, so we can all experience them for the greater good!

Same goes for Cruisepaper articles. Russell is always looking for contributions to our excellent bi-monthly magazine. And we’ll read anything! Tell us about yourselves, or a trip you did somewhere, maybe overseas, a hobby, anything at all. It takes so little real effort to string a few words together, we are not expecting a biography! But trust me, it all helps and we would all appreciate as many member’s contributions as we could. So don’t be shy, give it try!

Lastly, before I sign off I just want to personally thank Russell Wilson for his role as President of the club over the past couple of years. A task he has thrown himself into with precision, dedication and total commitment. He deserves the break! It has been a pleasure working as his 2IC and I look forward to his continued contributions at committee level, including magazine and website editor. Much appreciated Russell.

I do not envisage any radical changes to the way we do things within the club. I mean, why mess with a good recipe, huh? We are still unaffiliated to any other governing body so are still unencumbered with unnecessary regulations. There is still only one rule we insist on, and that is you must own an American car that is at least 25 years old when you first join. Simple.

I merely want to see the continuation of everyone enjoying themselves, their cars and each other’s company when we do get together. Yes, sometimes things may not go to plan, human nature being what it is. But let’s not lose sight of the fact that those of us running the club on your behalf are all just volunteers, with jobs (well, most of us!), families, other interests and commitments etc., and we are doing this because we want to.

And long may that continue.

Stick around folks, it’s going to be a blast!

Regards,

Rob Milligan



Russell's Ramblings

Hi there folks, along with the national elections, our own club elections are now done and dusted and thank goodness they are both over so we can now focus on a positive future. The appointment of Rob Milligan as President was unanimous, and the majority of those who voted also elected Enid Service as Vice President along with the balance of the committee.

Interestingly, of the 64 members' voting papers sent out, only 29 actually voted, which is a slightly disappointing 45% voting turnout. This can mean many things, but I would like to think that it is merely an indication that you are happy enough with how the club is run and whoever is running it, and will gladly go along with whatever it may be that we do? To those of you who did cast a vote and took the opportunity to make a comment or two, we genuinely appreciate your feedback and input.

Please note that a copy of the Club Annual Accounts are reproduced in this issue Cruisepaper for your information and perusal.

On a brighter note, I would like to welcome the following new members to the club who have joined over the last few months, so lets introduce ourselves and say hello on the next club run:-

Gina Jansen – 1966 Chevrolet Impala

Ivan & Robbie Grace – 1976 Dodge D100 pickup

Mike & Nicola Blythe – 1955 Pontiac Star Chief Hardtop, and returning members

Cameron & Gayle Fisk – 1956 Chevrolet Bel Air Hardtop & 1969 Camaro

Ciao 4 now. regards Russell ☺

2015 membership subscriptions are now due. Please mail off the enclosed form with your cheque now, or make a direct payment to the club bank account today.

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ACCOUNTS * AMERICAN CLASSIC CAR CLUB (AUCKLAND) *****
FOR THE YEAR ENDED - 30 SEPTEMBER 2014

Bank Balance B/Fwd 1/10/2013	\$ 1,803.07
Cash Balance B/Fwd 1/10/2013	\$ 5.20

INCOME

Subscriptions	\$ 3,790.00	
Merchandise	\$ 40.00	
Mid Winter Xmas	\$ 1,554.00	
Xmas Party Guests	\$ 65.00	
		\$ 5,449.00
		\$ 7,257.27

EXPENSES

Bank Fees	\$ 60.00	
Stationary & Postage	\$ 18.99	
Xmas Party - Food, Prizes & Rides	\$ 970.31	
Mid Winter Xmas Lunch	\$ 1,912.00	
Mid Winter Xmas Prizes	\$ 111.32	
Mid Winter Xmas Refund	\$ 84.00	
Cruisepaper - Printing	\$ 867.10	
Coffee Pots & Stove	\$ 286.63	
Outdoor Posts & Rope	\$ 105.30	
Milk	\$ 4.29	
		\$ 4,419.94

Bank Balance 30/9/2014	\$ 2,832.13
Cash in hand	\$ 5.20
	\$ 7,257.27

Club Assets - (at cost)

2 X BBQ TABLES	\$120
BANNER & POLES	\$263.50
BBQ	\$442.90
GAZEBO	\$1,420
BBQ TOOLS & CONTAINERS	\$186
FIRST AID KIT	\$46.84



FUNNY FARM



Blond Men — It had to happen sooner or later... Blond Men!

A friend told the blond man: "Christmas is on a Friday this year." The blond man then said, "Let's hope it's not the 13th."

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Two blond men find three grenades, and they decide to take them to a police station. One asked: "What if one explodes before we get there?" ...

The other says: "We'll lie and say we only found two."

~~~~~

A woman phoned her blond neighbor man and said: "Close your curtains the next time you and your wife are having sex. The whole street was watching and laughing at you yesterday."

To which the blond man replied: "Well the joke's on all of you because I wasn't even at home yesterday."

~~~~~

A blond man is in the bathroom and his wife shouts: "Did you find the shampoo?"

He answers, "Yes, but I'm not sure what to do... it's for dry hair, and I've just wet mine."

~~~~~

A blond man goes to the vet with his goldfish. "I think it's got epilepsy," he tells the vet.

The vet takes a look and says, "It seems calm enough to me".

The blond man says, "Wait, I haven't taken it out of the bowl yet".

~~~~~

A blond man spies a letter lying on his doormat. It says on the envelope "DO NOT BEND".

He spends the next 2 hours trying to figure out how to pick it up.



## **VISIT TO CLOVER AUTO RESTORATION AND A RUN IN THE SUN – August 10**

The Gods seem to have been with us for the last few runs with mostly sunny days even though it is the middle of winter. It is hard to remember back to an absolute washout day and certainly the last few club outings have been blessed with real nice weather. And so it was for this run, planned as a spin in the countryside, a visit to a small but dedicated car restoration specialist and then on to a bite of lunch in a nice country pub. What more could you ask for on a Sunday afternoon.

As the run was south of the city we met up at the motorway Service Centre south of Papakura and it was pleasing to see that we had 11 cars turn up on the day including a few new members. After a quick briefing from Rob Milligan we all headed off in convoy on Highway 2 as far as Mangatawhiri before turning off through some delightful country side which took us through to Mercer. This was a chance to regroup and for many with old tired bladders, a chance for a pitstop. After a 15min break we headed out over the Waikato river and onwards to Pukekohe through the old market gardening centre of the country, doubling back over the Waikato river at the Tuakau bridge and past the Pukekohe motor racetrack and on to Clover Auto Restorers.

Cedric and Maria Clover had gone to a good bit of trouble setting up for the club visit and it was a pleasure to spend an hour with them at their workshop on the outskirts of Pukekohe. Cedric welcomed the club before showing off the many skills and typical work that he is involved with in his business. While having spent many years in the smash repair industry he has settled now into a small boutique classic car restoration business specialising in the rebuilding of classic vehicles of American, English, Australian or Japanese origin. Even though the premise is small he was able to show off work he was currently involved with which included a Mazda RX3, a Triumph Herald coupe and a Holden Commodore that was being fitted out for track use at the Pukekohe circuit. He had more recently completed work on a 1938 4 door Chevy and an aluminium bodied Austin A40 sports.

But stomachs were starting to rumble and after thanking Cedric and Maria for their hospitality we moved off through suburban Pukekohe heading for the small community of Patumahoe where the club had a lunch booking at the Village Bar and Kitchen. Even though the buildings in the town could be counted on one hand, one of them is a delightful restaurant and bar which has started to become a pit stop for a number of classic car clubs. By the time we had arrived there were already plenty of people eating but still seating enough for us. We commandeered a few tables, ordered the food and tucked into a very enjoyable lunch with a couple of bevies to accompany the meal.

A very enjoyable couple of hours were spent eating and talking and enjoying the atmosphere while watching other American classic cars come and go. Soon it was time to pack up and move on and one by one the group moseyed off towards home. Another successful club day out and all the better for it being fine and dry.



Clover Auto Restoration photos continued on next page.....



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## [Freed from a muddy gumbo, Miss Belvedere now mired in limbo](#)

When Tulsa authorities pulled the 1957 Plymouth Belvedere that had come to be known as Miss Belvedere from a sealed concrete time capsule after 50 years, revealing a zero-mileage car caked with mud and shot through with rust, it immediately became the most notorious 1957 Plymouth Belvedere on the planet. Notorious, however, does not always translate to valuable or desirable, and as a result, Miss Belvedere sits largely forgotten on the floor of a New Jersey warehouse, unwanted by just about everybody.



The hype surrounding the retrieval of Miss Belvedere, as the car became known, was inescapable in the summer of 2007. Just about every media outlet from CNN to the Podunk Times covered the speculation about the Belvedere's condition, whether it would start up on command after being pulled from its sarcophagus, who would get the car, and what they would do with it. Boyd Coddington, then at (or at least near) the peak of his popularity, was even on hand for its unveiling that June, but as the layers of plastic wrapped around the car to protect it from moisture damage and oxidation were peeled back, it quickly became evident that water had flooded the vault during the Belvedere's subterranean sentence, covered it in a mud mixed with all the chemicals that had leaked out of the car over the decades, and possibly destroyed it. Looking to put a positive spin on the debacle, the Tulsa Historical Society displayed the car alongside other relics from the time capsule in a temporary exhibit, and visitors came in respectable numbers to see the car in person.



When the car was buried in 1957, Tulsa residents were given a chance to win the car by correctly guessing the population of the city in 2007. The man who had come closest to guessing the actual population of 382,457 was Raymond Humbertson, who had died in 1979. His wife had also died by then, so ownership of the car went to an older sister named Catherine, but at age 93 her days of driving (or taking physical possession of a rusted 1957 Plymouth) were behind her. Catherine's younger sister, LeVeda, then age 85, was also named as an

owner, but LeVeda died in November 2010. That leaves three actual owners of Miss Belvedere today: Catherine, who recently celebrated her 100th birthday (and still has a rusty Schlitz beer can, pulled from Miss Belvedere's trunk); her nephew, Robert Carney; and his sister, M.C. Kesner.

Carney, in turn, handed Miss Belvedere over to Dwight Foster of Ultra One, a New Jersey manufacturer of a rust-removing chemical that's claimed to be safe for the surfaces (like paint) beneath the oxidation.

In November 2007, with the approval of the car's owners, Miss Belvedere was shrink-wrapped and shipped to Ultra One's warehouse in Hackettstown to begin a process of de-rusting and preservation. At first, it was believed that Miss Belvedere's engine could be saved and restored to run again, and that her lights could be wired to provide a dramatic touch for display. Foster even procured a 1957 Plymouth Savoy as a donor car, and work began in earnest. Miss Belvedere's leaf springs, which had long since rusted through in the acidic water of the time capsule, were replaced with donor springs from the Savoy. The Ultra One process removed a significant amount of the car's exterior rust, and in 2009 pictures began to circulate showing Miss Belvedere in a superficial state of preservation.

Shortly after those images circulated, however, Miss Belvedere dropped off the public's collective radar, and classic car enthusiasts were left wondering what had become of the wayward Plymouth. When the New York Times caught up with Foster in 2010, they described Miss Belvedere as "more rust than bucket" and quoted Foster as saying that the offer to de-rust the car was a promotional stunt. Late last year, news surfaced that Foster, with Carney's permission, was attempting to donate the car to the Smithsonian Institution in Washington, D.C. While it's known as "America's attic," Smithsonian representatives told Foster that they do not see it as "America's garage," and the offer was rebuffed, leaving Foster in continued possession of the car. The city of Tulsa also turned down Foster's request to send it back home for public display, noting that the cost to retrieve a rusted and useless car from an old tomb (and, presumably, the giant letdown experienced collectively by the town) still left a bitter taste in some residents' mouths.



As Miss Belvedere sits today, its condition remains largely unchanged since 2009, with all of the reasonable preservation work done that could be done. From a distance, the car almost looks presentable, but up close it becomes evident that the damage is irreversible. Foster compares the car's frame to papier mâché, admitting that "there are spots I could put my hand through if I'm not careful." Utilizing the frame from the donor Plymouth Savoy would be an option if Miss Belvedere were stronger, but the car's sheetmetal is in equally poor condition, especially in the rear. While the exterior has been cleaned, the interior of the body is still caked with mud, and as Foster said, "this is actually shoring up the body panels." The car's laminated

safety glass is damaged beyond repair after water seeped between the glass and plastic layers during the car's years in storage. While the steering was functional at first, the steering box is "melted inside," the result of years of corrosion, and none of its electrical systems are even close to functioning. Even transporting the car to another location would be a major undertaking, given Miss Belvedere's fragile condition.

Foster admits that he has somewhere between \$15,000 and \$20,000 invested in Miss Belvedere's preservation, but he's equally clear that the car is still the property of Robert Carney, his sister and their aunt Catherine. While Carney did not respond to our request for comment, his sister, M.C., did, and said that she would like to see the car returned to Oklahoma for permanent display. With little interest from the city of Tulsa, that's not likely to happen, but Foster remains hopeful that another museum will show interest in the car. The Smithsonian is clearly off the list of potential museums willing to take possession, but Foster is hoping that the AACA Museum (or a similar institution) has an interest in the car, which exists in an odd void between collector car and historical artefact. As a vintage car, its value is minimal, but as a slice of mid-century Americana, Miss Belvedere is potentially invaluable, particularly if displayed with the other rusted relics from the Tulsa time capsule.

Until Foster finds a museum or other sympathetic caretaker willing to embrace Miss Belvedere, however, it sits in a corner of the Ultra One warehouse, free from its watery tomb but no less trapped in time and place.

*Article courtesy of Hemmings Daily, written by Kurt Ernst.*

## Hobbs Wharf market run – Sunday 7 September

This Sunday Father's Day turned out to be a stunning day for our run to the Hobbs Wharf markets at Gulf Harbour, Whangaparoa. If you had taken the Saturday's weather as the benchmark, you wouldn't even have ventured out at all, but Sunday dawned a beautiful blue and warm spring morning.

Unfortunately no sleep in for this father as we had to depart early to be at the meeting point at BP Silverdale by 9am, to arrive at the markets before 10. A great turnout of 10 cars departed the service centre, picking up 2 more on the way, so the club was well represented at the wharf.

We had priority parking on the sealed road leading up to the market itself, and it was one of the best displays the club has put on for some time with all the cars lined up. The markets themselves were typical, with stalls selling crafts, plants, and brick-a-brack, and many club members were seen helping the local economy. Especially Rob, who found a treasure trove of pillowcases made up of hot rod and muscle car prints, which are sure to be a big hit with the lucky recipients.

With some live music playing, a great lunch from the home made baker (yummy Cornish pasties and cheese and onion pastry rolls), a lot of free coffees, and much chinwagging, the morning quickly turned into afternoon and time was up to head home to more Father's Day food with the family.



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# Hot Dates for Oct - Nov.

## October

- 2 Yank Tank Thursday, Botany Town Centre from 6pm
- 3 Orewa Cruise Night, meet Cnr. Florence Ave & Hibiscus Coast Highway at 7pm
- 3 Hot Rod Night at the General Store, Whitford from 4pm
- 5 NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau from 7.30am
- 5 Westies Café breakfast, 7 Totara Avenue, New Lynn, 9-11am
- 12 **Kaiaua fish & chip ACCC run. Meet at BP Service Centre Papakura on Southern Motorway at 10am to depart at 10.30. Taking the scenic route and stopping at the world famous Hunua Falls, before continuing on to the Kaiaua Hotel for lunch. A set buffet menu of fish, chips, salad, tea & coffee for \$15 per person will be available.**
- 12 Wild West Sundays breakfast, The Hanger, 104 Central Park Drive from 10am
- 13 Renegade R&C burger run, Cranks Rest, 2/15 Mercari Way, Albany from 6.30pm
- 17 Hot Rod Night at the General Store, Whitford from 4pm
- 19 Mid West Street Rods' breakfast, BP Northern Motorway from 8.30am to 10.30am
- 19 Papakura R&C swap meet & show, Bruce Pulman Park, Walters Road, Takanini
- 26 Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am to 1pm
- 29 Burger Fuel gathering, 652 Great South Road, Shop K, Manukau from 7pm
- 31 Night Speed Drag Wars 1, Meremere Dragway, State Highway 1, Meremere

## Nov.

- 1 Huapai HRC drags, Meremere Dragway, State Highway 1, Meremere
  - 2 **ACCC exclusive run to Gibbs Farm sculpture park at Kaipara, including private opening of the rarely seen car sheds, which house prototypes of Gibbs aquatic vehicles. Bring own picnic and chairs. Meet up at the BP Northern Motorway, Silverdale at 9am, to depart at 9.30, for arrival about 10.**
  - 2 NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau from 7.30am
  - 2 GM Enthusiasts Club Aussie Day Out, Clevedon School, 10am to 1pm
  - 2 Taupiri Swap Meet, Taupiri School, State Highway 1, Waikato
  - 2 Westies Café breakfast, 7 Totara Avenue, New Lynn, 9-11am
  - 7 Orewa Cruise Night, meet Cnr. Florence Ave & Hibiscus Coast Highway at 7pm
  - 7 Hot Rod Night at the General Store, Whitford from 4pm
  - 7-9 Big Boy's Toys, ASB Showgrounds, Greenlane
  - 9 Competition Meet 1, Meremere Dragway, State Highway 1, Meremere
  - 9 Wild West Sundays breakfast, The Hanger, 104 Central Park Drive from 10am
  - 10 Renegade R&C burger run, Cranks Rest, 2/15 Mercari Way, Albany from 6.30pm
  - 16 Mid West Street Rods' breakfast, BP Northern Motorway from 8.30am to 10.30am
  - 21 Hot Rod Night at the General Store, Whitford from 4pm
  - 21 Night Speed Drag Wars 2, Meremere Dragway, State Highway 1, Meremere
  - 23 Straggler's R&CC charity car show, Lake Karapiro Domain, Waikato
  - 23 North Shore VCC Swap Meet, Masons Road, Albany, from 8am
  - 26 Burger Fuel gathering, 2/957 Great South Road, Manukau from 7.00pm
  - 30 IHRA Spring Nationals, Meremere Dragway, State Highway 1, Meremere
  - 30 Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am to 1pm
-  **Should an ACCC event need to be cancelled, deferred or the venue changed due to unforeseen circumstances or inclement weather, an email will be sent the day before the scheduled event. Please check your emails prior to departure.**

**Refer to the latest issues of NZ Petrolhead & NZ Rodder for more information on dates and times, or for a subscription phone Sara on 263 5305.**

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