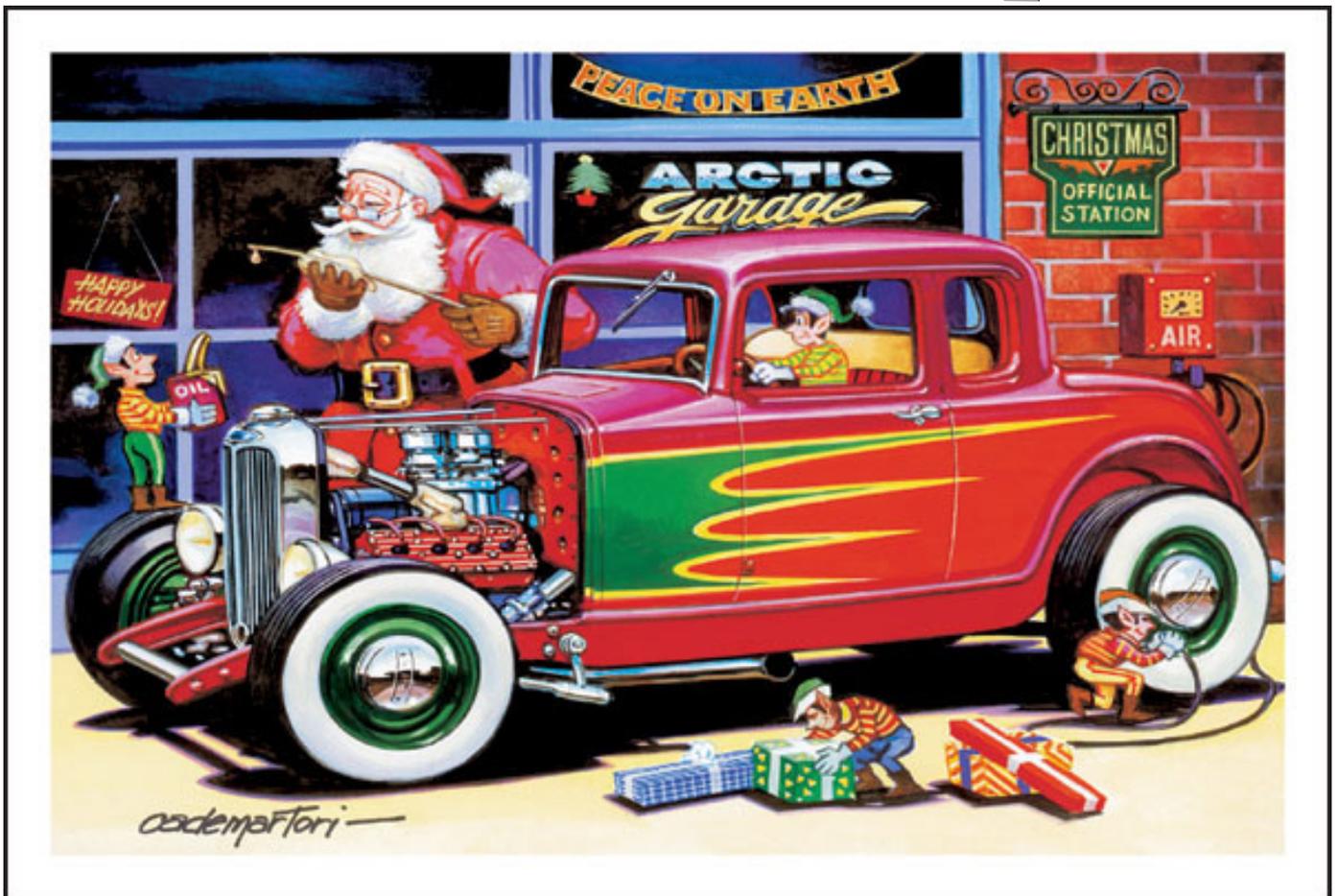




Established 1996

Cruisepaper



Merry Christmas and Happy New Year to all club members and their families

Dec.2015-Jan-Feb.2016

www.americanclassiccars.org.nz



President Rob's Report

Hi there everyone, welcome to the final edition of Rob's Ramblings for 2015... and the first for 2016! Where the heck does time go huh? Since the last issue of Cruisepaper hit your mail boxes, it has been a busy few months for the Car Club, what with big runs firstly to Avspecs and Warbirds at Ardmore in September, followed by the Paeroa Maritime Museum Run on October 4th, then the BOP Mustang Club's All USA Day Club weekend away November 14th & 15th, then the North Shore Vintage Car Club Swap Meet and Car Show by the time this issue goes to press. Throw in another Postal Vote AGM and you can appreciate the effort that your committee has been going to. Phew! Take a breath...

On the subject of the AGM, I just want to thank you all for your Vote of Confidence at the way your Club is being run and by those you have chosen to run it, myself included. Your faith in us is genuinely appreciated. And I don't think for a moment that we are perfect, we are merely volunteers trying very hard indeed to do the right thing and behave the right way and make the right decisions along the way.

But if there is one thing I have learned – and come to terms with – is that you can't please all of the people-all of the time, no matter how much you may try. It's a majority thing. And the majority of you seem pretty well pleased with our continued efforts, so again, a big thanks for making our efforts all the more rewarding.

I want to take this opportunity to welcome Philip Officer onto our Committee for 2016. Phil, along with wife Cindy has been a member of ACCCA now for just over 2 years, having joined us in October 2013. It is great to have some fresh blood on the team and already Phil has displayed an enthusiasm for the task that is most welcome. He will be a huge asset to the Clubs operation for sure.

Of course, as one door opens another door closes – or perhaps that cliché is supposed to be the other way around – whatever, I'm writing this article! Anyway, I was saying, Phil has stepped into the shoes vacated by Enid Service who has temporarily relocated to Australia, and Ed Du Plessis who opted to step down at the AGM and move house down to Thames. I thank you both for your efforts, Enid particularly as my 2IC for the past 12 months.

And of course, for all the positives, these were somewhat tempered with sadness as we had to say goodbye to one of our members, Murray Sinclair who sadly passed away this September. The support for Gae shown by other club members during these most darkest of times for her, makes me proud to belong to this Club and associate with you all, as members and friends.



And long may that continue....

Rob Milligan

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Russell's Ramblings

Hi there folks, all the initial orders for the official 2015 ACCCA club polo shirts and caps have now been supplied to those who ordered, and when you see how styley the wearers are at the next club outing, you're just going to be so envious and want your own.

Well, we can help you out there, as a deal has just been done with the supplier so that you can order them any time you want. Simply go to the "Membership" page on the club website, and download the order form. You can then opt to mail your order with a cheque, or email and direct credit to the supplier's bank account. The prices quoted are inclusive of GST and courier costs.

Please also note that 2016 subscriptions are now due, and if you have not yet paid yours, you should mail off your cheque or direct credit payment to the club bank account as soon as possible.

It is vital that all members pay their subs in a timely manner, to ensure that the committee can continue to provide all members with the benefits that the club provides, like the mailed Cruisepaper and upcoming Christmas Party for example.

Ciao 4 now and Merry Christmas, regards Russell ☺



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FUNNY FARM



An Irish Miracle-at last a confirmation of 'Murphy's Law' with an Irish explanation

Murphy drops some buttered toast on the kitchen floor and it lands butter-side-up.

He looks down in astonishment, for he knows that it's a law of nature of the universe that buttered toast always falls butter-down.

So he rushes round to the presbytery to fetch Father Flanagan.

He tells the priest that a miracle has occurred in his kitchen.

But he won't say what it is, so he asks Father Flanagan to come and see it with his own eyes.



He leads Father Flanagan into the kitchen and asks him what he sees on the floor.

"Well," says the priest, "it's pretty obvious. Someone has dropped some buttered toast on the floor and then, for some reason, they flipped it over so that the butter was on top."

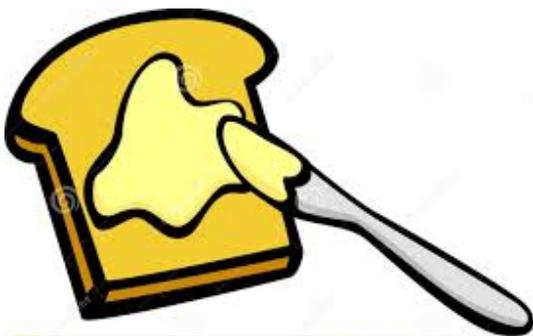
"No, Father, I dropped it and it landed like that!" exclaimed Murphy

"Oh my Lord," says Father Flanagan, "dropped toast never falls with the butter side up. It's a mir...."

Wait... it's not for me to say it's a miracle. I'll have to report this matter to the Bishop and he'll have to deal with it. He'll send some people round; to interview you, take photos, etc."

A thorough investigation is conducted, not only by the archdiocese but also by scientists sent over from the Curia in Rome. No expense is spared. There is great excitement in the town as everyone knows that a miracle will bring in much need tourism revenue.

Then, after 8 long weeks and with great fanfare, the Bishop announces the final ruling.



"It is certain that some kind of an extraordinary event took place in Murphy's kitchen, quite outside the natural laws of the universe. Yet the Holy See must be very cautious before ruling a miracle. All other explanations must be ruled out.

Unfortunately, in this case, it has been declared 'No Miracle' because they think that Murphy may have buttered the toast on the wrong side!"

INTRODUCING.....



Grant Knight who joined the club in December 2014.

Grant and his wife Nicky purchased the car earlier this year from a dealer they knew in Rangiora, and finally found some time last month to drive it back to Auckland, a totally uneventful trip with the Edsel behaving perfectly the whole journey.

This is a 1958 Ford Edsel Citation 2-door convertible, of which just 930 were ever produced. It is powered by a 410 cid MEL engine, with a 3 speed automatic transmission, with the transmission buttons in a circular pattern on the steering wheel hub.

The Edsel was imported into New Zealand in 2007, and has spent the last 5 years fairly much garage bound in North Canterbury. Some work has been completed on the engine and the interior, using original parts wherever possible. Once they have dealt with a few more 'minor' issues, Grant and Nicky look forward to attending some of the Club runs in the summer. Grant has recently retired and looks forward to many hours of cruising, with the top down.

EDSEL - NEW MEMBER OF THE FORD FAMILY OF FINE CARS



Warbirds run to Ardmore – 13 September

The ratty wet weather that Auckland has experienced since spring arrived, held off for our day out to Ardmore for the Warbirds run, but it sure was cloudy and cold. However it brightened up somewhat on arrival at Ryan Place in Manukau City to see 17 club classic cars (also 5 daily drivers) lining the road in all their chrome glory, along with 4 Thunderbirds from the T'Bird club and 3 from the Caddie club, which sure was another great club run turnout.

A short cruise out to Ardmore Airport had us join with 17 Model A Club cars to visit Shane's Cousin Warren's Avspecs Hanger to view the restoration of a Mosquito and Spitfire. To say the quality of work that Warren and his team of 12 workers do on these old airplanes is world class is an understatement, as it is absolutely stunning. Avspecs restored the only Mosquito now flying in the world in their hanger last year for an American owner, and this plane and Warren attended the largest airshow in the world at Oshkosh, Wisconsin USA. The attendance was over 500,000, with 2,081 visitors registered from 69 nations. There were approximately 10,000 aircraft, 2,000 show planes, and over 900 media representatives on-site from five continents, along with 790 commercial exhibitors.

The Mosquito that Warren restored won the vintage military award for the best aircraft, and Avspecs won the restorer of the year, the first time that a non-US plane and restorer have taken out these awards! This Mosquito took over 65,000 man hours of work to achieve this level of restoration, at a cost of \$8 million dollars, so it is certainly not cheap to win at this level. Warren and his team are true craftsmen, and we can be proud that we have this level of expertise in little old NZ. After a talk from Warren and a look around his hanger, and then on to Caddie club member Richard Glasson's hanger next door, we were all off in convoy to Shane & Julia's place, Badger Cottage at Whitford for a BBQ.

This was a very sociable affair with ACCCA members mingling with Model A owners in Shane's big shed, and a great way to spend an afternoon, There were more than 70 people in attendance, so it took a while for all to be fed, but everyone was very happy and relaxed and the afternoon drifted by. The club's thanks go to Shane and Julia for having such a huge crowd and providing some prizes for a lucky dip, but especially Shane who had to put up with tomato sauce dropping on to his shed's floor.

The run prize of the day of a \$20 gift card (along with the dipstick award for getting stuck on Shane's lawn and digging a big hole in the grass so he had to be towed out) goes to Chris Thompson in his 1963 Cadillac Eldorado convertible.



Peter Lee travel tales

June and I recently returned from family duty in Perth, and while we were there I took the chance to attend some classic car displays, and met up Peter Jingryd in Karrinyup, North Perth, who is the President of the American Car Club of WA. Their club is similar in size to ours and run by a committee of 7 members, and their outings run on a par with ours with visits to sheds and shows.

Peter owns an amazing collection of 8 classics and hot rods. In his garage on my visit was a very nice 1966 Corvette 427 with a 5sp Tremac, push rod rocker rear suspension and custom fabricated front suspension, and when started it sounded amazing with lake pipes. Also a 1933 all steel Ford Coupe with 400 SBC with Turbo 350 to a new quick change rear end, and this car is a real credit to Peter for the finish. There was a 1940 Ford Coupe that he recently purchased, which was a nice tidy car with old school finned alloy heads and twin 94 Stromberg's, which was having a king pin overhaul before being put back on the road. Also a 1966 Buick Le Sabre Convertible with jacking air suspension and mags. Not in residence on the day I visited were a 1968 Camaro 383cid stroker on NOS, and 3 Chrysler Imperials awaiting restoration. He is a very lucky man indeed!!



I also attended 'Classics In The Park' at Langley Park by the Swan River in the centre of Perth City. There was not as much American Iron as I thought there would be, but still a nice way to spend an afternoon in the sun. And finally to a Hot Rod display in Fremantle. The number of American cars that were parked around the venue and those on display showed a high standard of craftsmanship, but my favourite would have to be the Ford Consul Capri, as it was just so well presented.



Paeroa Maritime Museum – Sunday October 4

A somewhat bleak and grey morning dawned for the meetup at BP Southern Motorway Papakura, along with a few wispy drizzle patches, but that didn't deter the hardy 8 classics and one daily driver.

After a bit of feet stamping and nattering, along with Rodger's squeaking drive belt being silenced by a very knowledgeable Phil Bourke, we were off for a pleasant cruise through the Hauraki Plains to our destination. Our journey picked up a mate of Rob's on the way in his Impala, and the Rightons in their Chev pickup joined us at the venue, so a good turnout of over 30 people enjoyed the day.

The Paeroa Maritime Museum is one of those places that we have all looked over at as we whizzed by dozens of time on our journeys to the Bay of Plenty and beyond, but never stopped at. John Bercich had organised the visit some months ago after passing by, and the day included a conducted tour through the museum, a great lunch of salad filled rolls, home made cake, and tea and coffee, along with a paddle boat ride on the river.

The former Waitekauri Post Office is now home to some of the best displays of NZ and local maritime history including Captain Cook, The Northern Steamship Co, Naval displays and many scale replicas of vessels. It also has a collection of Maritime history relating to the role that Paeroa played as a port for unloading mining machinery and equipment in the late 19th century, when the goldfields of Waihi and Karangahake were being developed and mined. The vast amounts of gold that were gained from these goldfields were then shipped out of the area via the Ohinemuri and Waihou Rivers.

The visit concluded with rides on the river in the Tamati, which is a beautifully restored kauri paddleboat originally built in 1902 and rebuilt in 2001, which was brought up from Hari Hari in Hokitika. The river cruise was so peaceful and tranquil on this lovely boat, which could just about turn in it's own length due to the operation of the paddles, and capped off another great day out to a very unique location.

The run prize for the day of a \$20 gift voucher went to Phil & Robyn Bourke in their 1959 Ford Galaxie.



A car called Christine – 1958 Plymouth Fury



First introduced as a mid-year model back in '56, the Fury was designed to heat up Plymouth's new performance oriented image, equipped with a 250 HP V8 and special gold anodised side trim (this trim persisted into the '58 range). Like the rest of the Plymouth line, the Fury hardtop emerged from the 1957 styling bigger, bolder, and better-handling than the first model, complete with a 290 HP V8. The '58 Fury was a limited edition 2-door hardtop with Fury rear fender nameplates, bumper wing guards, padded interior, and front and rear foam seats, and was effectively a revised and upgraded Belvedere. Just as in '57, the Belvederes remained at the top of the Plymouth range, Savoy's comprised the medium-priced series, whilst the Plazas were the base models.

The '58 Furys were now powered by an overhead valve Fury V8, and an optional Bendix fuel injection system was also available for the big-block Golden Commando V8, but these were later recalled and reconverted. These Golden Commando big-block wedge-head V8's were capable of 0-60 mph in 7.7 seconds and could run the quarter-mile in 16.1 seconds.

The '58 Fury is the car immortalized by Stephen King in his book *Christine*, but there are several inconsistencies with reality. In King's book (as in John Carpenter's 1983 film version), Christine is red and white, but the real model was only available in buckskin beige with gold trim. In the book, King refers to the car as having four doors, but the '58 models were only available in the single two-door version. He also mentioned the car as having hydramatic transmission with a shift lever, but the car actually had TorqueFlite push-button transmission. Plus, the real-life Fury's did not kill people that insulted their owners!



KEY STATS

Engine: Fury V8 Overhead Valve	Body Style: 2-door hardtop Coupe
Displacement: 317.6 CID	Weight: 3510 lbs (1595kg)
Horsepower: 225 at 4400 rpm	Wheelbase: 118 inches (3m)
Compression Ratio: 9.25:1	Length: 206 inches (5.23m)
Transmission: 3 speed manual with	Base Price: \$3,032
Torqueflite automatic optional	Number Produced: 5,303



BOP Mustang Club's All USA Day Tauranga – Sunday 15 November

With the Sunday show day predicted for rain, the small but hardy band of brave weekenders met up at the BP Papakura on Saturday morning in lovely sunshine. Graeme & Gwen Mackay/1953 Cadillac Coupe de Ville, Shane & Julia Beckham/1958 Ford Fairlane 500, Dave & Sandy Roper/1967 Mercury Cougar, and Russell & Cindy Wilson/'57 Pontiac StarChief cruised down to the lovely Bay of Plenty in warm and sunny weather. After lunch at the Classic Flyer's Café at Mt. Maunganui Airport, it was on to the Baywatch Motor Inn at the Mount for checkin, to fill up the carpark with our oversized American classics.

Some elected to have an easy afternoon, while a couple did the circuit around the Mount track, prior to walking down to dinner at the Mount Sport Fishing Club for a great evening meal overlooking Tauranga harbour. A stroll down to one of the Mount cafes for an early group Sunday breakfast had us well fed prior to heading off to the show at Wharepai Domain in Tauranga.



John & Elita Bercich/1976 Corvette Stingray were already there on our arrival at the show, so after a bit of a shuffle to get all our cars together, we hoisted up the club swooper banners to make us stand out from the hoards of Mustangs (it was their show after all) and Corvettes. It must be said that the show seems to have lost some of it's popularity, as the grounds were less than half full, as apparently it was the prior year also, but perhaps the predicted rain put off some. However, there was only a light shower mid-afternoon, with the rain not coming until the evening well after the show had packed up.

An interesting point of note was that among the BOP Mustang club's ranks which filled out the first two rows of cars, well over half were moderns (2005 on), relegating the iconic originals to a secondary role. This is the reason our club voted to incorporate the rolling 25 year rule, so as not to be swamped by the "modern" classics. The Mackays held up the honour of the ACCCA among the swarm of prizes going to Mustangs (funny that), by taking out the trophy for the best pre-1960 classic with their Coupe de Ville, and winning a goodie bag as well. A well deserved win, as their car looked stunning.

The run prize for the weekend away of a \$20 gift voucher went to Shane & Julia Beckham.



North Shore Vintage Car Club Swap Meet and Car Show run - Sunday 22nd November

I would not have liked to have been in the shoes of the organizers of the NSVCC Swap Meet and Car Show, last Sunday (Nov 22nd), and all credit to them for holding out absolutely as long as possible before they decided not to postpone their annual event, at their North Shore Club Rooms. The nerves must have been well frayed as Auckland had what must have been a 1 in 100 year electrical storm the night before, with wind and rain right through to maybe 6am on the day. The end result could have been so very different!

As it happens, the event went ahead as planned, and whilst the Swap meet part of the event was not so well supported with sellers this year, the Car Show was. And it was a little beauty, with much variety of American, British and Australian classics and occasional hot rod for good measure.

Come Awards time at Midday, the ACCCA was awarded the 'Best Club Display', which I graciously accepted on all your behalf. The prize awarded will end being given to some lucky member at our Christmas Picnic on Sunday Dec. 6th. The NSVCC's car of the show wasn't a car – it was an immaculate full working scale model of a steam traction engine. A 1920's Vauxhall was the people's choice car.

All up, despite a smaller than recent turnout from our members, and wind so fierce at times that it actually bent the Stainless Steel poles of our banner (seriously!), it was a fun few hours and surely one to attend again next year.

Rob.



GET YOUR KICKS ON ROUTE 66 with Bryan and Dallas

If you're like me and Route 66 has been on your bucket list for a long time, and the years are starting to tick by and the thought of driving it is a little daunting, here is an alternative. Choose a coach trip from the many on offer to tour the Mother Road.

HISTORY LESSON: Route 66 was built by the US government in 1926 by President Roosevelt to transport troops from one side of America to the other. It serviced the country for many years and small towns popped up everywhere. Motels, diners, and gas stations were the most popular businesses to be in. You can't drive the original 66's full length any longer as many parts are now in disrepair. In 1970 Route 66 was replaced by the Interstate, leaving many small ghost towns in its wake. People just walked away from their land and business, and one motel we saw still had paper work on the desk.



However, read on and I'll tell you a little of our trip down the Mother Road. We flew out of Auckland into San Francisco, caught an internal flight to Chicago and arrived midnight the day after leaving NZ.

FRIDAY 14th - We had a free day before joining the tour so had a good look around the inner city. The Blue Angels were practicing for an air show the next day and were putting their planes through some amazing manoeuvres. Had lunch at a cafe along the Chicago river bank and tea on Michigan Ave (The Magnificent Mile) and sat in our room to watch an amazing thunder and lightning show through the hotel window.

SATURDAY 15th - First day of our tour was a trip around Chicago, Lake Michigan.

HISTORY LESSON: If Lake Michigan were emptied it would cover the whole of USA in 10ft of water.

SUNDAY 16th - 7.30am start, destination Springfield 325km. First stop Pontiac, and Route 66 hall of fame museum and a fantastic little town. Many of the town walls have Route 66 murals.

HISTORY LESSON: Pontiac is named after an Indian tribe, not a GM product. There is none of the old Route 66 in this area as Chicago and Springfield built Interstate 40 over it. On to Springfield, home of Abraham Lincoln's house and neighbourhood, all beautifully restored.



MONDAY 17th - 8am start, destination St Louis 164km. Crossed the mighty Mississippi River (Gateway to the West) and on to Gateway Arch, and rode to the top (192mtrs or 630ft high) for a panoramic view of the city and river. Stopped at Ted Drew's Ice Cream Parlour, started in 1941 and still in the same place on 66. Our final stop was Budweiser Brewery and Stables where the draft horses are kept, both amazing places.



TUESDAY 18th - 8am start, destination Branson 407km. A few miles to do today through the Missouri countryside, stopping at an outpost on 66 that had been there since the 30's. Arrived in Branson at 1pm, one of America's music centres spending the rest of the day around the shops. Dinner and show for the evening with impersonators Adele,

Michael Jackson, George Straight, Blues Brothers, and of course, Elvis.

WEDNESDAY 19th - 8am start, destination Oklahoma City 523 km. Woke this morning to thunder and lightning, and toured through America's bible belt into cowboy country and Indian territory, now Oklahoma. At Claremore we had a break to visit the Will Rogers museum. Then settle down to usual drinks and dinner after a long day.

HISTORY LESSON: Will Rogers was born on a frontier ranch in Oklahoma. Will was of Indian descent, a cowboy, a movie and Broadway star, a writer, a speaker, a comedian, and world speaker.

THURSDAY 20th - 9am start, destination Amarillo 415km. Visited Cowboy hall of fame before leaving for Clinton where the Oklahoma bombing took place, now almost a complete block dedicated to those who died. Stopped at Oklahoma 66 museum of cars, neon signs, and 50's diner. We travelled through miles of flatland of corn and ploughed fields, over some hills and down into Amarillo. Tea tonight at the Texan Steakhouse where, if you can eat a 72oz steak with all the trimmings in 1hr, you get your meal for free (only in Texas); my 8oz was more than enough.

FRIDAY 21st - 7.30 start, destination Albuquerque 462km. On the way out of Amarillo we stopped at Cadillac Ranch. For those of you who don't know, 10 Cadillac's are buried nose deep in the desert where you can sign your name on them, and every year they repaint them for a fresh start. Yes, Dallas (Tex) and I (Marty) have our names on them if you can find them. Next stop Tueumcari to hear the ancient Indian fable of how the city got its name, Tee Pee curios and Blue Swallow motel still serving 66 since 1939. Next stop Adrian, halfway point on the original 66 with 1139mls to Los Angeles, 1139mls from Chicago.



SATURDAY 22nd - FREE DAY. Dallas stayed around hotel and I spent the day with another couple walking around Old Town, a 400yr old Mexican town, down to the Rio Grande, and lunched at an original 66 Diner. Man, the milkshakes were to die for. Back to the hotel by 5.30 and hotel dinner.



SUNDAY 23rd - 7.30am start, destination Flagstaff 520km. One of the highlights for me was a trip to Acoma Sky City, home of the Pueblo Indians situated 108mtrs (357ft) high on a sandstone rock, the oldest inhabited village in USA.

HISTORY LESSON: Pueblo Indians were farmers who grew crops and corn. Indians didn't have horses or shoot arrows till the 16th century when the Spanish arrived. Although rich in religion they rejected Spanish Catholicism

and embraced Christianity while maintaining traditional beliefs.

MONDAY 24th - 8.45am start, destination Grand Canyon 97km. Short trip today to the canyon where we stayed on the canyon rim. In the afternoon I took a 5km trek along the rim to an old lookout tower used by the Indians. In the evening we watched the beautiful sunset in the canyon, along with the sunrise in the morning.

TUESDAY 25th - 7.30am start, destination Las Vegas 349km. Before arriving in LA we stopped in a few towns on 66, one being Williams where the old motels and town has survived due to the railroad junction.





Seligman was another town enjoying the rebirth of 66, then onto 83mils of straight road of 66 through the hills and down into Vegas. Walked the strip and marvelled at the casinos and people it attracts.

WEDNESDAY 26th FREE DAY. I went to Hoover Dam while Dallas did the ladies thing (one guess - shopping).

HISTORY LESSON: Hoover Dam planning was started in 1926, with building starting in 1930. In 1931 they commenced pouring concrete 24-7 until 1935. If you were lucky enough to have a job there, your wages were \$5 a day, free house and food for families. \$1500 was paid to families if killed working on the dam. 96 men died on the dam site, however several thousand were rushed to hospital and many died there, receiving no compensation because they didn't die on site. The families were kicked out of the house with no money and nowhere to go. Originally built as a dam, in 1947 it was converted to a power station. The afternoon was down to the strip, then out to Freemont St where the original casinos are and shopping.



THURSDAY 27th – 7.30am start, destination Los Angeles 435km. Left Vegas early and people were still on the crap tables at 7am. Our next stop was Barstow and Route 66 museum, with a great collection of historic photos and artefacts related to 66. Attached is a train museum of great interest.

HISTORY LESSON: Barstow was another town saved by its railroad junction, where jobs were still available.



From Barstow we crossed the Mojave Desert, over the San Bernardino Mountains and down into Los Angeles (The Capital of Glamour). We dropped off our bags at the LA Hotel Downtown and continued onto Santa Monica Pier to complete our trip of the Mother Road. Santa Monica Pier is a great place at sunset with stalls and entertainment everywhere, people out surfing, and beach activity into the night. At dusk our busload of travellers met at Bubba Gumps on the Pier, for a farewell feed to say our goodbyes.

FRIDAY 28th FREE DAY. Our day was spent travelling around Beverly Hills, Sunset Strip, Hollywood and saw where all the stars live in the hills, but tour busses are not allowed in residential streets. Walked the walk of fame, then drinks in the lobby and farewell.

SATURDAY 29th FINAL DAY. After breakfast and pack up we all just hung around the lobby saying our goodbyes while waiting for our shuttle busses for the flights home. Our temperatures in the US ranged from 34c to 43c, but when we stepped off the plane in Auckland on 1st September, you guessed it, 12c and bloody cold.

Would I do it again? You bet. Another tick off the list.

Bryan & Dallas Martin



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Dec.

- 3 Yank Tank Thursday Xmas Edition, Botany Town Centre, East Auck. from 5pm
- 4 Night Speed Drag Wars #3, Meremere Dragway, Meremere
- 4 Orewa Christmas Cruise Night, Muldoons, 8H Moana Ave, Orewa from 7pm
- 6 **ACCCA Christmas Party, Wenderholm Regional Park, Wairewa. Meet at BP Northern Motorway Silverdale from 10am to depart at 10.30. Bring a desert to share and a chair, and the club will provide the rest**
- 6 NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau from 7.30am
- 6 Westies Café breakfast, 7 Totara Avenue, New Lynn, 9-11am
- 7 **ACCCA at Nth.Shore R&C Toy Run, Vellenoweth Green, St.Heliers from 5pm**
- 12-13 Thunder in the Park, Pukekohe Park Raceway
- 13 Wild West Sundays Breakfast, The Hanger, 104 Central Park Drive, from 10am
- 13 Outsource IT Christmas at the Downs, Hampton Downs, Waikato
- 14 Renegade R&C burger, Bar Africa, 1 William Pickering Dr, Albany from 6.30pm
- 19 Kaipara Classic CC burnout comp., 103 Mill Road, Helensville
- 20 Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate from 8.30-10.30am
- 27 Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm

Jan.

- 1 First to see the Light Car Show, Whangamata Club, 404 Port Road from 8am
- 3 NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau from 7.30am
- 3 Westies Café breakfast, 7 Totara Avenue, New Lynn, 9-11am
- 9 Nitro Shootout/Comp. Meet #2, Meremere Dragway, Meremere
- 10 Wild West Sundays Breakfast, The Hanger, 104 Central Park Drive, from 10am
- 11 Renegade R&C burger, Bar Africa, 1 William Pickering Dr, Albany from 6.30pm
- 16 **ACCCA at Kumeu Classic Car & hotrod Festival. Meet at club site at Kumeu Showgrounds from 8am on first come-first in basis. Club site will be advised closer to date by email and website. Tea/coffee & BBQ avail. BYO meat & chair**
- 17 Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate from 8.30-10.30am
- 29-31 Hibiscus Rodders Beach Festival, Orewa
- 31 Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm

Feb.

- 6-7 Leadfoot Festival, Hahei, Coromandel
- 7 **ACCCA run to Galaxy of Cars, Western Springs. Meet Western Springs College carpark, 100 Motions Road from 9am to depart no later than 9.15**
- 7 NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau from 7.30am
- 7 Westies Café breakfast, 7 Totara Avenue, New Lynn, 9-11am
- 8 Renegade R&C burger, Bar Africa, 1 William Pickering Drive, Albany from 6.30p
- 14 **ACCCA limited display of 6 cars at Ellerslie Concours, Ellerslie Racecourse**
- 14 Wild West Sundays Breakfast, The Hanger, 104 Central Park Drive, from 10am
- 21 Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate from 8.30-10.30am
- 28 Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm



Should an ACCC event (in yellow above) 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 event. Please check emails prior to departure.



Refer to the latest issue of NZ Petrolhead & NZ Rodder for more information on dates and times, or for a subscription phone Sara on 09 263 5305.