



*Established 1996*

# Cruisepaper



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

**Dec.2016~Jan~Feb.2017**

**[www.americanclassiccars.org.nz](http://www.americanclassiccars.org.nz)**



## *President Rob's Report*

Hi there Members,  
this is my last Presidential Rambling for 2016 as we wind the year up toward Christmas, and beyond. And what a year it has been, I have to say.

Amazing to think that the best part of another 12 months of our lives have come and gone, starting with our massive Club Display at Kumeu way back in January, to our now traditional End of Year Club Picnic which will be just around the corner as you read this. (Refer event details elsewhere within this Magazine.)

We have been on some superb drives around the greater Auckland, Franklin and even Waikato areas, we have visited some amazing private collections and met some amazing people fortunate enough to be able to share them with us, we have participated in some amazing car displays as a Club and throughout the year we have continued to welcome new members almost every month, to keep this fantastic little club of ours ticking along just nicely thanks! It's a great community we have within our organisation and long may that continue.

2017 is shaping up to be another cracker, with events tentatively locked in right the way through to April next year already! But we always need new ideas of where to go, who and what to see, from you guys. Don't be shy, drop me a line if you know of something we might be interested in. And it doesn't have to be a car related place either, always keep that in mind. Different is good folks!

Lastly, I want to wish you all and your families a very Merry Christmas and Happy New Year, be safe, look out for one another and we look forward to see you all out and about again in no time! Oh, and thanks for your support these past 12 months, just awesome!

Rob. ☺

P.S. Please spare a thought for our lower North Island and upper South Island counterparts, there will be a few doing it real tough as a result of the latest devastating quakes. Our thoughts are with them all.



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# Russell's Ramblings

Hi there folks, although new member registrations slow down a bit over the winter months, we are still getting a reasonable number who want to become involved in our classic style of USA motoring. Registered members are now at 85, which is almost back to the club's heydays of the early 2000's, so we must be doing something right after all.

Please welcome the following new members, who have joined over the last couple of months, and don't forget to say hi when you meet them on the next club run:-

- Rodger & Lola Anderson – 1957 Chevrolet Bel Air
- Rex Livingstone & Vanessa Adkins – 1969 Oldsmobile Cutlass
- Stefan Roberts – 1965 Lincoln Continental
- Shane & Adith Stoneman – 1968 Chevrolet Suburban Carry All
- Steve & Sue Tregoweth – 1966 Chevrolet Caprice

Whilst on the subject of club membership, there are still a few who have not yet paid their 2017 subs, despite a number of reminders. For those of you who haven't, or do not wish to continue their involvement with the club, please be advised that this will be the last Cruise paper mailed to you. Should you wish to rejoin the club in the future, we will be more than happy to see you back.

Merry Christmas and a happy New Year.

Ciao 4 now, regards Russell



## Committee Members

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# FUNNY FARM



Lexophile is a word used to describe those that have a love for words, such as "you can tune a piano, but you can't tuna fish", or "to write with a broken pencil is pointless." A competition to see who can come up with the best lexophiles is held every year in an undisclosed location. This year's winning submission is posted at the very end.

... When fish are in schools, they sometimes take debate.

... A thief who stole a calendar got twelve months.

... When the smog lifts in Los Angeles U.C.L.A.

... The batteries were given out free of charge.

... A dentist and a manicurist married. They fought tooth and nail.

... A will is a dead giveaway.

... With her marriage, she got a new name and a dress.

... A boiled egg is hard to beat.

... When you've seen one shopping center you've seen a mall.

... Police were summoned to a daycare center where a three-year-old was resisting a rest.

... Did you hear about the fellow whose entire left side was cut off? He's all right now.

... A bicycle can't stand alone; it's just two tired.

... When a clock is hungry it goes back four seconds.

... The guy who fell onto an upholstery machine is now fully recovered.

... He had a photographic memory which was never developed.

... When she saw her first strands of grey hair she thought she'd dye.

... Acupuncture is a jab well done. That's the point of it.

And the cream of the twisted crop:

... Those who get too big for their pants will be totally exposed in the end.

# INTRODUCING.....



Rex Livingstone, along with his partner Vanessa Adkins, joined the club in September this year.

Their 1969 Oldsmobile Cutlass S was first brought into New Zealand in 2006, and they are the 3<sup>rd</sup> New Zealand owners, having purchased it from an American Muscle Car lover in Warkworth last year. It is the second muscle car that they have owned, and is immensely better than their first purchase of a Camaro, that needed far more work than they could have managed.

The Oldsmobile is powered by a V8 small block 350 cu in (5.7 ltr) engine, which runs beautifully, with a 3 speed automatic transmission, and Boyd Coddington mags with 245/40 on the rear, and 235/40 on front. Future tasks are for a bit of body work to be undertaken, but only after they have spent some more time enjoying it.

Rex and Vanessa enjoy cruising as a family, so to join a club was the next step to meet likeminded people and have more reason to get out and about in their car.



## Spring Sunday run in the rain– 18 September 2016

A typical Auckland spring weekend with rain all day Saturday, Saturday night, and Sunday morning fronted our club run out to Rex's memorabilia sheds at Drury. Although most members had obviously decided to spend the morning sleeping in, 11 club cars turned up at the BP Papakura, with 6 of these being classics, so well done you all.

A short run in the light rain to the foothills of Drury had us parked up at Rex's place, in a delightful rural setting, which on a clearer day would have had a vista across the rolling green farmland of Southern Auckland.

Rex enthusiastically welcomed us to his eclectic museum, and what a treasure trove it was. Apart from his award winning MGA, an all original MGB GT, a Morris Oxford, and the first car he ever owned which was a 1929 Austin 7 with only 3000 odd miles on it, there were collections of just about anything anyone could imagine. Mechanically speaking, there were petrol cans, oil cans and dispensers, auto advertising signs, vintage workshop tools, vintage outboards (if you visit the Auckland Maritime Museum and see the display of vintage outboards there, they all used to belong to Rex before he downsized his collection).

In the adjoining shed were the mainly non-auto collections, and these covered all aspects of life in the "good old days", from Coca Cola objects, to airline bags, prams, model aircraft, old toys all in working condition, ladies corsets and underclothing, telephones, and just plain old interesting stuff. One fascinating medical infrared machine from the 1950's claimed to cure everything from boils to acne, piles, herpes, constipation, and anything else you could think of in between.

And the amazing thing about all these treasures, was that Rex had an interesting or amusing story for just about everything. It was a truly entertaining visit, and one that was soon over as we had to head out for lunch. A lovely drive in the now sunny afternoon out to The Village Bar & Kitchen at Patumahoe for a great lunch topped off the day. OK Spring, we've had enough now, bring on Summer!

The run prize of the day of a \$20 gift card for the person who turns up in their classic, goes to Carl Phillips in his 1964 Cadillac Coupe de Ville.



## Aroha Cruise In – 1 October 2016

Well once again, just like all good politicians, we should take the exact opposite of what the weather forecasters say as being more likely to be correct! With the forecast of showers and wet afternoon weather, a smaller group of the more hardier members braved a damp and early start to the morning, with 11 classic cars leaving the BP Papakura in convoy, and another 2 meeting us down there, for a very pleasant and picturesque drive through rural Waikato, cutting across from Ohinewai through to Tahuna and into Te Aroha. The threat of rain didn't deter yet another good turnout at the Aroha Cruise In, with just as many vehicles of all different types displayed along the main street as last year. The threatened rain never materialised, and the weather turned out to be just overcast which made for a very pleasant day out.

The \$10 per vehicle entry fee, which goes toward covering the costs for the closure of SH26 that passes through the main intersection in town, is good value considering the opportunity you get to wander down the middle of a main street admiring all manner of vehicles. Te Aroha also catered for the less petrolhead inclined, with a friendly village atmosphere with great cafes, open shops, and various market stalls along the footpath selling antiques, curios and memorabilia.

The Cruise In was a very well organised event with 3 different bands playing along the length of Whittaker Street, accompanied by period rock and roll dancers. Parked on the same intersection as one of the bands playing on the back of a truck, was an interesting custom built drag midget car, which was little more than a set of wheels to carry a huge drag race engine bigger than most sub-compacts, so when they fired it up it almost drowned out the band!

With all manner of different vehicles on display including as new, WIP projects, restored and customised (one could be forgiven for thinking the NZ '56/'57 Belair club had turned out in its entirety) the event is well worth the trip down to see a much wider variety of vehicles than you normally see at most car gatherings.

One of the favourites for best vehicle of the day was a monstrous 101 year old American La France Speedster, which were made from de-commissioned American LaFrance Fire Engine Co. trucks in New York. This one was an ex Colorado Springs fire truck #813, found in a field in Missouri, and restored in the style of the speedsters raced in the early 1900's. With a whopping 14.5 Litre petrol engine (that's 884 cubic inches in the American vernacular!) that still runs like the proverbial well-oiled sewing machine, these race cars could exceed 100 MPH with dual chain driven wooden spoke wheels, and only had manual drum brakes on the rear for stopping!

Te aroha means "the love" in Maori, and you can certainly see a lot of te aroha spent on most cars on display. It was worth noting that some of the local display cars had work on upholstery, panelbeating, and painting done by local businesses, so it would appear that Te Aroha has a small but strong restoration industry. A good example was an old Studebaker very professionally restored from what was largely just an old rusted out shell, to a highly customised version that looked better than new. Or the Holden ute with a solid polished Macropara back tray and bumper.

There was a good turnout from our counterparts at the Waikato American Classic Car Club who had a club display second only to our own, however the best club display went to Kapiti Classic Car Club with their immaculate refreshments tent setup in the Whittaker St motel grounds, and coordinated aerial pennants on the cars – we'll need to get more members cars with aerals next time!

The run prize of the day of a \$20 gift card for the person who turns up in their classic, goes to Ian and Margaret Bloxham in their 1951 Ford V8.

Phil Officer



## Whatever happened to Studebaker?

Studebaker was founded in 1852 making wagons for farmers, miners and the military, and starting making electric automobiles in partnership in 1902. It then began making its own fully manufactured cars in 1912, and established a reputation over the next 50 years as a manufacturer of quality and reliable cars.



In the late 50's, while Studebaker had foreseen the rise of compact cars and was ready a year earlier than the Big Three with its 1959 Lark, getting a jump on the competition wasn't enough to save the company that had a long tradition of teetering on the brink of financial ruin. The Lark was innovative because while it appeared to be an all-new vehicle, it actually carried over the Champion's midsection and used other bits and pieces of Studebaker models with a new squared-off front and rear treatment.

Two models were offered; the Lark VI, which was powered by a 90 bhp 169 cubic inch straight six, and the Lark VII with its 180 bhp 259 cubic inch V8.

After selling more than 150,000 cars in 1959, Studebaker found itself facing stiff competition from the Valiant/Lancer, Falcon and Corvair. By 1964, volume had plummeted to 44,000 vehicles. Even sexy new products like the Brooks Stevens designed GT Hawk Coupe in 1962 and the stunning 1963 Avanti couldn't ignite Studebaker sales.

The GT Hawk Coupe was an update of the pillarless Hawk body style of the '50's with a bolder grille and a more formal roofline. Powered by a 289 ci V8 with output as high as 225 bhp, the GT Hawk was good for a top speed of 120 mph and a 0-60 capability of less than 10 seconds.

Even though it was sporty, the GT Hawk played a supporting role to Studebaker's new flagship, the Raymond Loewe designed Avanti, which had clean, advanced styling, fiberglass body, four bucket seats, and an aircraft-inspired cockpit. The base engine was a 240 bhp 289 ci V8, while a supercharged version provided 290 bhp. The car sold in limited numbers; 3,834 in 1963 and 4,445 in 1964, but it struck such a chord among enthusiasts that the Avanti outlived Studebaker itself!



By the early 60's Studebaker had begun to diversify away from automobiles, and in late '63 the South Bend, Indiana factory was closed with all production having shifted to the Hamilton, Ontario plant before the firm finally ceased operations with the last car rolling off the line on 16 March 1966. A long time South Bend Studebaker-Packard dealership owned by Leo Newman and Nathan Altmand, had purchased the tooling and a portion of the abandoned works in South Bend, and continued production of the car, now called the Avanti II.



Instead of the Studebaker 289 V8, the Avanti II used Chevrolet's 327 ci small block making 300 bhp. The car would remain in production for 30 years with Newman and Altman's company, changing hands several times. Avanti would spawn both convertible and 4-door sedan models, and in 1997 the Avanti AVX (Avanti eXperimental) was launched using new body panels mounted on a Pontiac Firebird chassis.



#### Diversified activities

By the early 1960s, Studebaker had begun to diversify away from automobiles. Numerous companies were purchased, bringing Studebaker into such diverse fields as the manufacture of tire studs and missile components.

The company's 1963 annual report listed the following divisions:

Clarke – Floor Machine Division, Muskegon, Michigan

CTL – Missile/Space Technology Division, Cincinnati, Ohio

Franklin – Appliance Division, Minneapolis, Minnesota (home office; other locations also in Minnesota, Iowa, and Ontario). Manufactured private label kitchen and laundry appliances for major retailers until sold to White Consolidated Industries.

Gravelly Tractor – Tractors Division, Dunbar, West Virginia, and Albany, Georgia

International – South Bend, Indiana (handled business matters for all divisions doing business overseas)

Onan – Engine/Generator Division, Minneapolis, Minnesota

Paxton Automotive – automobile superchargers (used by various manufacturers as an aftermarket option, including Shelby Mustangs)

STP – Scientifically Treated Products Division, Des Plaines, Illinois, and Santa Monica, California. Produced automotive engine additives.

Schaefer – Commercial Refrigeration Division, Minneapolis, Minnesota, and Aberdeen, Maryland

Studebaker of Canada – Automotive Manufacturing, Hamilton, Ontario

SASCO – Studebaker Automotive Sales Corp., South Bend, Indiana.

Studegrip – Tire Stud Division, South Bend, Indiana, Jefferson, Iowa, and Minneapolis, Minnesota

Trans International Airlines – founded by Kirk Kerkorian

In 1967 Studebaker merged with the Worthington Corporation to form Studebaker-Worthington, with the name disappearing completely in 1979 when it was acquired by McGraw-Edison

The Studebaker name was resurrected in 2002 with the formation of the Studebaker Motor Company in Texas, and is now based in Colorado.



## **Cruise to Moorfields Estate Sunday November 6th 2016**

My run out to Moorfields Estate on Sunday November 6<sup>th</sup> started out somewhat inauspiciously, as I confidently led about half a dozen club members – most of whom were men – straight into the women's changing facilities at Vector Wero White Water Rafting Centre, much to the surprise of the three unfortunate young women getting into their wet suits (or out-of? We/I did not stick around to find out!)

Thankfully, once the respective men's and ladies toilets were correctly located and bladders attended to, we headed off back to the car park where 24 of America's finest classic autos glistened in the morning sunshine. And then we were off! Over fifty of us in total, headed over the motorway and up the hills out of South Auckland on a delightful scenic drive to Moorfields Estate at Flat Bush (check it out here <http://www.moorfields.co.nz>). After a typical parking juggle then brief introduction, hosts Steve and Sue Keys invited us into their glorious home (complete with luxurious boutique accommodation you can book for a romantic weekend with your loved one, nudge nudge, wink wink) and tempted us to morning tea, coffee and biscuits, which was nice but hard to eat and/or drink when your mouth won't close! What a place...check out the photos in the club gallery. Words fail, seriously.

Steve and Sue even gained a Cadillac - albeit only briefly - as a result of our visit, as they generously looked after Carl and Pam Phillips' '64 Hard Top, which got so excited being in such illustrious company as the original Baloo Fiat Topolino drag car and a mint, NZ new '36 Ford convertible (to name but a few gems in their collection) that it expelled most of its radiator contents all over the Keys' courtyard and took no further part in the day!

Another lovely rural route took the majority of us all the way out to Beachlands and the formidable Formosa Auckland Country Club, where a booking for 55 at the Cascades Restaurant awaited us, for a late lunch. If only we knew how late..... ☹! I am not entirely sure what the problem was, as besides us there were only a handful of other guests but unfortunately several tables did have to wait quite some time for their meals. Not to worry, the food itself was excellent value, and the company, atmosphere and spectacular views across the golf course and harbour did make up for it. And the management were extremely apologetic and offered those worse affected a token discount off their meals when it came time to leave. Personally, I liked the venue a lot and would go back there a second time, for sure.

All up, another superb club outing enjoyed by many, including several new members which was great. I have said it before, and I'll say it again, what better way to spend a Sunday in your Classic. ☺  
The run prize of the day of a \$20 gift card for the person who turns up in their classic, goes to Graeme Hallam in his 1955 Plymouth Savoy.

Rob Milligan





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# Hot Dates for Dec-Jan-Feb

<u>Dec.</u>	
1	Yank Tank Thursday Christmas Special, Botany Town Centre, from 5-9 pm
4	ACCCA Christmas Party at Wenderholm Regional Park, Wairewa. Meet up 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
4	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
5	ACCCA at Nth.Shore R&C Toy Run, Vellenoweth Green, St.Heliers from 5pm
9	Night Speed Drag Wars #3, Meremere Dragway, Meremere
12	Renegade R&C Xmas Lights, Bar Africa, 1 William Pickering Dr, cruise at 7.45pm
18	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
<u>January</u>	
1	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
1	World's First Car & Bike show, Whangamata Club car park, from 10am
14	Comp. Meeting #2, Meremere Dragway, Meremere
15	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
21	ACCCA at Kumeu Classic Car & Hotrod Festival. Meet at club site at Kumeu Showgrounds from 8am on first come-first in basis. Tea/coffee/BBQ available, BYO meat and chair.
26	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
27-29	Hibiscus Rodders Beach Festival, Orewa
28-29	Premier Motorsport Champ. Event 4, Hampton Downs
29	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm
<u>February</u>	
2	Yank Tank Thursday, Botany Town Centre, from 5-9 pm
4	NZ Junior Drag Champs, Meremere Dragway, Meremere
5	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
5	Comp. Meeting #3, Meremere Dragway, Meremere
6	Wheels Twilight Run, starts cnr. Appian Way/Oteha Valley Road, Albany, at 3pm
12	ACCCA run to Morrinsville Motorama. Meet at BP Papakura Service Centre, Southern Motorway, from 7am to depart at 7.30(note \$5 per car entry fee applies)
12	AMCC Club Series round 3, Hampton Downs
17	Night Speed Drag Wars #5, Meremere Dragway, Meremere
19	ACCCA run to Galaxy of Cars, Western Springs. Meet Western Springs College car park, 100 Motions Road, from 9am to depart no later than 9.15
19	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
21-25	Americarna, New Plymouth
23	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
25	Comp. Meeting #4, Meremere Dragway, Meremere
26	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 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.

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