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Mid-winter Christmas lunch at The Howick Club – June 26

Sep~Oct~Nov 2016

www.americanclassiccars.org.nz



President Rob's Report

Hi everyone. I wanted to bring to your attention the recent outstanding achievement by one of our very own members – and Publisher/Editor of Petrolhead Magazine and NZ Rodder – Alistair Davidson. In his own words, please indulge in the following, it makes for quite an epic adventure:

“That 7000km Trans American cycle race is something I won't be doing again in a hurry! It started June 4 in Astoria Oregon, and the finish is in Yorktown, Virginia. The route travels through ten States. The highest climb is 3400m, higher than Mt. Ruapehu. Temperatures ranged from -2 in snow, to 44 in Kansas.

The race is totally self-supported – carry all your own gear, navigate, sleeping a mix of outdoors and campgrounds/motels to shower and get human. I slept in a ditch on the side of the road, in Post Office lobbies, church lawns, behind abandoned buildings etc. Purchase food along the way, but not allowed to accept outside assistance/food/lodging from private individuals. I had one set of riding kit, which I wore day and night. The longest I went without showering was four days and nights, at which point the smell almost made me vomit. I had bleeding chafing for around ten days, and boil-like saddle sores for three weeks. The sweating, friction and pressure wore the skin off the palms of my hands, a month later it's almost healed.

I saw some amazing scenery, met some awesome people, and pushed myself way beyond what I thought were my mental and physical limits. But the heat was ridiculous, as was the sheer monotony and headwinds of Kansas. When people ask how it was, I say 30% fun and 70% torture. Just under 100 people entered the race, 69 started and I think 47 finished. I was 28th, considering I had food poisoning and couldn't eat for the first four days (lost 7kgs), and lost a day and half with bike problems, I'm not unhappy with the result.”

Just an unbelievable achievement Alistair, congratulations!

So, as the ACCCA AGM approaches in October, please take the time to reflect on some of your Club's achievements and make the effort to Vote for your next committee and executive (web-based voting this year folks, see next page). It can't be done without commitment, effort, passion and cooperation...and hopefully one or two new additions to the team. I look forward to your favourable responses. You never know, I may even get to write another Presidents report!

Cheers!

Rob Milligan



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Russell's Ramblings

Hi there folks, we are coming up to that time of the year for the annual election of ACCCA committee members. For the past couple of years we have had postal voting, and this has worked well.

We are now taking the next step and moving into the digital world, with on-line voting via the club website. There are only 2 members out of 82 who are not connected to the Internet, and these will be sent a paper voting form. The rest of you can now quickly and easily vote using the following instructions:-

- 1/ Go to the ACCCA website at www.americanclassiccars.org.nz
- 2/ Hover your mouse pointer over the right hand side top menu button MORE, and the drop down will show Contact Us and Members only
- 3/ Click on the Members only button, and a Password box will open
- 4/ Enter the password Committee2017
- 5/ Click each box Yes or No (* all boxes must be clicked)
- 6/ Fill out any comments or suggestions you may wish to make, enter your name and email, and click the SUBMIT button.

Easy as! Only one vote per Club member family please, and all voting must be done by 30 September 2016.

Also due in October are the 2017 ACCC membership subscriptions, which remain at \$60 per member family. Please pay by internet banking, or bank your cheque direct at any ANZ branch, to the club account 06-0273-0235649-00 with your Initials and Surname as reference. Many thanks.

Ciao 4 now, regards Russell ☺

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INTRODUCING.....



Karl Bell, who, along with his partner Karen Wood, joined the club in May this year.

They purchased their 1969 RS Camaro from Tauranga last April, after four years of looking for THE ONE! Once they got their new baby home, they spent two whole days just cleaning, polishing and putting protector on the vinyl roof. Karl has had the personalised plates in the bottom draw for 25 odd years after purchasing them from his brother when he left for Oz, so the car for them to go on has been a long time coming, to say the least!!

The Camaro was purchased with the original, matching numbers 327ci in parts, about 75% complete. It was fitted with a 4 bolt 350 about 5 years ago, with all the right gear - LT1 spec short block with ported alloy heads - roller cam - roller rockers - Weiand Endurashine air gap inlet, and has recently had a rekitted 750 Holley along with a rebuilt turbo 350 with shift kit and new 2200 stall converter. It is a nice torquey engine producing around 400hp, and has run a 13.2 @ 110mph on street tyres with limited traction, with 18" Foose wheels on the rear and 17"s on the front. The car was originally brown with a tan vinyl roof, but was repainted in 2006 to it's current Cashmere Blue with white stripes. It still has the original Houndstooth trim, with 5 retractable seat belts, and has recently been fitted with 2.5inch exhaust with Flowmasters with bolt on flanges in front of the diff. The only other upgrade in the pipeline, is changing the brakes from drum to disc, so Karl and Karen are currently waiting for their mates at DC Traders to take her in shortly.

Karl and Karen think that for an old girl the Camaro drives and handles great, and really enjoy getting her out on these sunny winter days, but can't wait for summer to arrive.

Mid-winter Christmas Lunch – 26 June 2016

After last years great mid-winter Christmas lunch at The Howick Club, it was decided that the venue offered us everything that we needed, so back we went. This year proved to be totally opposite to last, when we had to rope in friends to meet the 50 threshold that negated the club paying a venue hire. With the large number of new members we have seen join since then, we had no problem meeting the criteria and in fact had to close off the RSVP's a couple of days earlier as we had passed the room maximum of 80.



Any regular mid-winter Xmas attendee will know that we follow a tried and true formulae of good food with a few wines, interspersed with spot prize draws, along with Rob's World Famous quiz, and much laughter and frivolity.

The general opinion was that the standard of food was great Xmas fare – roast potatoes, ham on the bone, curry & rice, battered fish, salads, followed by Xmas pudd & custard, pavlova, and fruit salad. Hopefully everybody had their fill, with a few going back for seconds, but there was plenty for everyone.

Rob's World Famous quiz once again proved to be as controversial and entertaining as ever, with much discussion over his interpretation of general knowledge or otherwise.

Finally after a very short period of stewardship, the dipstick award has now passed from Trevor Righton to Mike Blythe, who was seen by everyone emerging from the ladies toilet after the lunch, right behind and in the middle of Rob's dissertation on the merits of his quiz. Mike lamely tried to blame it on leaving his glasses behind, but nobody believed that for one minute.



Cruise to Chris Hornblow's Shed - Sunday July 17th 2016

Planning a Club Run in the middle of Winter is fraught at the best of times, not only because of Auckland's typically fickle climate, but also simply because of the number of other events and 'things to do', either with your Classic's or without.

And Dave Roper's Wild Westie Run on Sunday July 17th was no exception. Whilst we did anticipate a more moderate turnout, because of several of the above factors (!), when I showed up in the Trust Stadium Carpark meeting point in the morning I was greeted with a pleasant selection of 11 Club Cars, several daily drivers and numerous members all eager to see where Dave's run would take us. No police convoy though, despite the presence of Carl Phillips replica MOT HQ Holden Kingswood police car! And before you ask...yes, I am aware that a Holden is not American! Carl had, perhaps wisely, left the Cadillac at home, due to the weather.

Of course, right on que as Dave was about to have his driver's brief, the heavens opened albeit briefly – again – so we all made a bee-line to under the Trust Stadium Façade.... Only for some to discover that owing to a quirk in the design, it directed most of the water directly onto those standing below!

Briefing done, we headed to our respective vehicles...well all except me who headed to Mike and Nicola Blyth's gorgeous 55 Pontiac as they kindly offered to spare me the relative embarrassment of having to take something Korean to an American Classic Car Club Cruise! Thanks guys, genuinely appreciated ☺.

As it was Dave's cruise, he was lead car out of the car park...well at least that was the theory. I am unclear how it happened, but by the time we had convoyed through into the heart of Henderson and out the other side, several participants had got ahead of his Cougar, but not to worry, as his route instructions were nice and concise so nobody got lost this time.

As we ambled and wallowed our way further out west, the route took us through some very pretty parts of West Auckland along through the aptly named Scenic Drive and the Waitakere Ranges. Honestly, I know it is a bit Cliché, but it really is another world out West. If you have never taken the time to drive out through the ranges, do so, it is simply stunning..... mostly damp, as it happens.....but simply stunning nevertheless!

Arriving at Chris Hornblow's expansive property some 45 mins later, the next challenge was getting everyone down his driveway and parked. Looking a bit like automotive musical chairs – only without the music and without the chairs – there was lots of toing a froing as everyone got themselves into a spot that allowed them to open their doors! I bet the Austin Ruby Owners Club members never have that problem! Man our cars take up some real estate!

As Chris himself was unable to be here (Rotorua Swap Meet!) we were introduced to his lovely wife Raewyn whose hospitality was just superb. We were welcomed into their home like long-time friends, no problem whatsoever, free to wander around the impressive garage and workshop to admire Chris's impressive collection of hot rods and memorabilia within this homestead, and even the house itself occupying one end of the massive barn-like structure was not out of bounds.

And a truly impressive property it is and his car collection, whilst not excessive, is of the nature that had all of us present salivating profusely for the duration! Even the umm...'garden art' was of an automotive nature. Cool.

After about an hour and a half and several heavy rain squalls later, we thanked Raewyn for her hospitality and after a bit less juggling, managed to extract ourselves out of the drive for the next part of our cruise, onwards to Swanson where Dave had organized with the Swanson RSA to have us for lunch.

I'd not been to this establishment prior to this run, so I was both surprised and impressed at such an impressive complex! Where some RSA's are really doing it tough nowadays, some have even had to either close or merge with another from the next suburb, the Swanson RSA was a modern, expansive affair that by the looks of things gets well supported by the surrounding locals.

They had two tables reserved for us, the kitchen was already going flat out to keep up with those already there when we arrived, but they coped perfectly, quite the well-oiled machine it would seem. Everyone just joined the que for the buffet lunch, of which the selection was considerable, chatted away with those ahead and behind, and marveled at the cool (warm actually!) dinner plate dispenser that simply 'popped' up with a new plate, when someone took one off the top. As they say it's the little things that count.....

For \$17.00, this lunch was value packed, including 7 different choices of deserts for heaven's sake, I mean hello! And the liquid refreshments were also of a value not typically seen at your local pub!

All credit to Dave Roper for organising this really neat day for all of us to enjoy. Everyone had a great time and I thoroughly enjoyed my time and company in the earlier model Pontiac there and back. And whilst Mike did not get confused with the Men's and Woman's toilets on this occasion, he did discover the old Star Chief does get off the line much better with the handbrake off! As Nicola would profess, "never a dull moment with Mike behind the wheel"!

What better way to spend a Sunday in your Classic ☺

Rob Milligan



AN ALMOST SPRING DAY OUT IN THE SUN - SUNDAY 28 AUGUST

Boy oh Boy, what a day this was. Not only was the weather perfect after a showery week preceding and what looked like pending average weather ahead, we hit it right on the button for our day out. A perfect cruising day and did we have some sights lined up.

A great collection of club cars turned out for the day with almost 30 classics meeting in front of the spanking new Vector Wero Whitewater Centre in Manukau. That was a great effort and reflects the good heart the club is in, along with the sparkling day that just added to the occasion.

Matt, one of the administrators from the Wero centre was on hand to introduce us all to the complex and he then proceeded to give us a great guided tour around showing off this multi million dollar facility. It really is a spectacular Olympic standard area for canoeing, duplicating a fast moving river with rocks and rapids. Whilst it was not up and running while we were there, it was not hard to imagine it all in action.

From here we all headed off for a run through the South Auckland countryside, via Clevedon and on to the property of Richard Balcombe-Langridge who has a very impressive collection of Rolls Royce cars. Richard had kindly made his time and his property available for the club to visit and what a stunning impression it made on everyone who saw it for the first time. He has a spectacular collection of over 25 Rolls Royces' plus 6 Bentleys dating from the earliest through to the current models. All are in pristine condition, with a story to be told with each one, and all stored in an impressive circular multi garage format. What a collection and all of us present were fascinated by the stories he told of how they were acquired and the restoration work that had been put into them. Still drooling but by now getting hungry, the cars moved out onto the Clevedon Whitford road for the short drive down to Whitford, where the Brickworks Café staff were waiting to feed the ravenous mob. They handled the 50 starving club members admirably with a great selection of food and refreshments. What a day, and hard to beat.

Top marks to Rob and all who put the day together.



Have you ever wondered what was the first modern muscle car?



Pontiac's GTO didn't become the performance segment's solid sales leader by being the fastest car on the road. The "Goat" emerged as an overnight marvel in 1964 because it represented an unprecedented combination of high performance and low cost that left even General Motors' conservative upper crust wondering where the hell all the fast thinking was heading, as well as where it had come from.

Pontiac General Manager Pete Estes had managed to sneak the supposedly taboo GTO past unwary corporate killjoys, however complaining company execs then shut up in a hurry after this hard charger hit the ground running in October 1963 and proceeded to take Detroit by storm. The whole idea was so simple: take a lightweight car, drop in a big-block engine, bolt on a bit of heavy-duty hardware, and wrap it all up with a price tag readily within the reach of the baby boomer youth market then coming of age – presto, instant winner. Not only was that youth market just growing ripe for the picking at the time, but GM was also preparing to unveil the right car for the job, the A-body intermediate.

A-bodies picked up where GM's so-called "Senior Compacts" left off, retaining the latter's existing nameplates while they were at it. Buick's Special, Oldsmobile's F-85 and Pontiac's Tempest were boosted up a notch into the new mid-sized ranks, where they were joined by Chevrolet's all-new Chevelle. Much bigger than a compact yet still smaller than the full-size liners, these mid-sized models were relatively roomy yet comparatively light and agile. Most importantly, they could handle some serious V8 power, something their forerunners couldn't.

John DeLorean and fellow engineer Bill Collins at Pontiac had experimented with a big-block V8 Tempest in 1963, but the uni-body/rear transaxle layout wasn't exactly designed with high performance in mind. That all changed, however, once the redesigned '64 Tempest came along with its full-perimeter frame and conventional solid rear axle.

Never one to overlook a chance to speed things up, Pontiac's ever-present advertising wizard, Jim Wangers, was already at work with DeLorean on a trend-setting performance package before the ink even dried on the A-body's blueprints. DeLorean had the engineering groundwork laid, while Wangers had his finger on the pulse of an excitable market poised to pounce on his powerful proposition. All that remained was to sell the idea of a big-block intermediate to GM's top brass, a task that wouldn't be easy considering the corporation's anti-performance stance, as well as its 330 cubic-inch maximum displacement limit for its new mid-sized models.

Well aware of these roadblocks, Wangers and DeLorean made an end run. New models required corporate approval, but option packages didn't. They decided to quietly create a 389 option for the Tempest and worry about the consequences later. Of course, the plan would've never worked without the support of Estes, but he loved the idea and went nose-to-nose with GM's disagreeable ivory tower execs to insure its success.



Credit for the name went to DeLorean, who unabashedly “*borrowed*” GTO from Enzo Ferrari. Whilst purists cringed, the American public ate it up. Pontiac’s Sales Manager Frank Bridge predicted that 1964 sales, at best, would reach 5,000. By the time the tire smoke cleared, 32,540 Goats had rolled out the door. Even more could’ve been sold had the production line been able to keep up with demand.

Officially released on 1 October 1963, the GTO debuted as an option package for the deluxe Tempest model, the LeMans. Coded W62, the option group included a 325 HP 389 V8 wearing a pair of high compression heads borrowed from the 389’s big brother, the 421. Stiffer suspension and a three-speed manual were also part of the deal. Optional was a Muncie four-speed and an even hotter 348 HP 389 topped by three Rochester two-barrel carbs, Pontiac’s famous “Tri-Power” setup.



Pontiac’s first GTO surely would have stood as the star of Detroit’s 1964 show had not Ford chose the same year to introduce its Mustang, a mass-market marvel if there ever was one. Nonetheless, Estes and crew weren’t disappointed in the least; they had made their mark with the GTO, the car that first broke the rules then made new ones for the rest of Detroit to follow. That reality alone should be enough to allow Pontiac to take credit for the muscle car’s conception.

MILESTONE FACTS

- The original GTO Package initially was offered for the LeMans sports coupe and convertible. A hardtop then joined the mix soon after introduction.
- According to Car and Driver’s David E Davis, in 1964, the new GTO does what so many others only talk about – it really does combine brute, blasting performance with balance and stability of a superior nature.
- In 1964 and ‘65, the GTO came by way of an options group. In ‘66 it was transformed into its own individual model line.
- Car and Drive shocked its readers in 1964 with a road test that claimed the new GTO could run from rest to 100 mph in only 11.8 seconds. What the report didn’t necessarily detail was their test car’s many modifications, made by Royal Pontiac in Royal Oak, Michigan.
- The GTO’s nicknames included “Goat”, “The Tiger”, and “The Great One”.
- Total GTO production in 1964 was 32,450 including 6,644 convertibles.
- GTO sales in 1965 soared beyond 75,000.
- Pontiac set the single-season muscle car sales high with 96,946 GTO’s unleashed in 1966.





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Hot Dates for Sep-Oct-Nov

<u>Sep.</u>	
4	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
4	NZ Petrolhead Fathers' Day Drags, Meremere Dragway, Meremere
18	ACCCA run to Rex Benns' Memorabilia Shed, Drury. Meet at BP Papakura Service Centre, Southern Motorway from 10am to depart at 10.30. Run after for lunch at venue TBA.
18	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
18	Silverdale Show & Shine, car park close to Supercheap, 10am to 2pm
21	Harbour City RC mid-week Puhoi Hotel & Car collection. Depart Westgate 10.15a
25	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm
29	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
<u>October</u>	
1	ACCCA run to Aroha Cruise In, Te Aroha. Meet at BP Papakura Service Centre, Southern Motorway from 7am to depart at 7.30
2	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
6	Yank Tank Thursday, Botany Town Centre, from 5pm
16	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
16	Papakura HRC swap meet, Ardmore Airfield, Airfield Road, form 7am
21-24	37th. National Mustang Convention, Spencer on Byron, Takapuna. Car Show at ANZ Viaduct Events Centre on Saturday September 22
27	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
29	Test & Tune, Meremere Dragway, Meremere
30	Competition Meeting #1, Meremere Dragway, Meremere
30	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm
<u>Nov.</u>	
4	Night Speed Drag Wars #1, Meremere Dragway, Meremere
4-6	V8 Supercars/Supersprint/V8 Utes, Pukekohe Park Raceway
6	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
19	Test & Tune, Meremere Dragway, Meremere
20	ACCCA run to North Shore Vintage CC swap meet at Albany. Meet at Poenam Hotel car park, 31 Northcote Road, Hillcrest from 8am to depart at 8.30
20	Spring Nationals, Meremere Dragway, Meremere
20	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
24	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
25	Night Speed Drag Wars #2, Meremere Dragway, Meremere
27	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm
Dec.4	ACCC Christmas Party @ Wenderholm Regional Park, Wairewa. Details TBA
	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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