



*Established 1996*

# Cruisepaper



**June~July~August 2017**  
[www.americanclassiccars.org.nz](http://www.americanclassiccars.org.nz)



## *President Rob's Report*

Hi there members. My word, these last few months have just flown by, haven't they?! As this issue goes to press we are almost mid-way through 2017. Yet, as the weather dictates most of your outdoor activities, it doesn't really impact our hobby as much as you'd think it would/could/should. There always seems to be something on somewhere close enough, to take our cars to... provided we can get there!

I think for us as a Club the challenges we will increasingly face more of in the future are those same challenges facing Aucklanders in general, more and more. Those being a population increasing at a mind-numbing rate, resulting increases in traffic volumes, even (especially!) on the weekends; pressure on housing and land; exorbitant cost of living forcing many to look elsewhere out of Auckland; in-fill housing to try and cater for those that choose, or can afford, to stay; nowhere to park either off-street or on-street, nowhere to park at events or shopping malls or café's or anywhere... the list goes on and on.

We have already seen at least three of our members move out of Auckland this year alone, that I am aware of and it would be naïve to think that more won't follow in the future. Fortunately, they have all remained members, and we are still attracting new members almost on a monthly basis, so that's something to be positive about. And provided the roading network around Auckland does not get completely choked up, we should still find someplace to cruise to, once or more a month! But long term.... I genuinely don't know.

In comparison, I spent a week in the beautiful Queenstown Lakes District in early May this year, for work. And whilst Queenstown itself has got its own infrastructure issues coping with its growing pains, what struck me is the absolute beauty of the area. I took a drive out to Highlands Motorsport Park on the way to Cromwell for instance, a 40-45 minute drive from the center of Queenstown and honestly, you were in another – much nicer – world! It can take me that long twice a day just to get from my home on the North Shore to my work in Henderson and back. And trust me, the views are nowhere near as spectacular! It must be great owning a Classic car down there, the runs you could do – weather permitting – would be ... well, Remarkable!

Russell has posted some photos on our Gallery of my visit to Highlands Motorsport Park, which has to be on your bucket list folks, as the Museum, race track and the facilities there are just amazing. Maybe I should arrange a Car Club run that way when there is decent race meeting on – who's with me??!!

Lastly, keep up your awesome support of our events. In particular, please do support the Club's 21<sup>st</sup> Anniversary by attending our Mid-Winter Christmas/21<sup>st</sup> Anniversary Luncheon at the end of June. For any Club to survive, prosper even, for 21 years is a big deal, as it is only the continued enthusiasm of successive committees and hierarchy, as well as the continued support of our members over those years that has ensured our long-term success. It has seen some rough patches, to be fair, but we are still here and going strong. And some pretty special people have made that happen, a good many of them still active members to this day. See you there!

Cheers! Rob.



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# Russell's Ramblings

Hi there folks, it's that time again where I have to assemble all the Cruisepaper articles into a printable format and email it out to the printer. But this time it conflicted with the upcoming mid-winter Xmas and 21<sup>st</sup> anniversary function on June 25 (**which I trust you have booked for because it's going to be awesome!**) and I am flat out and haven't had time to gather my thoughts. So for your interest I thought I would share the following pictures of a '57 Chevy Convertible that I came across on the web, because twin turbos are never enough.



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:- Gary & Deanna Beattie – 1960 Pontiac Bonneville, Greg & Julie Dietsch – 1966 Ford Fairlane, and returning members Murray Kee & Fran Kent – 1966 Ford Mustang & 1974 Corvette Stingray  
Ciao 4 now, regards Russell

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Dave



Rodger



Kay



John



Phil



# FUNNY FARM



## They walk among us!

A guy bought a new fridge for his house. In getting rid of his old fridge (still working), he put it in his front yard and hung a sign on it saying: 'Free to good home. You want it, you take it.' For three days, the fridge sat there without anyone looking twice. He eventually decided people were too mistrustful of this deal. So he changed the sign to read: 'Fridge for sale \$50.' The next day someone stole it!

## They walk amongst us!

One day I was walking down the beach with some friends when someone shouted, "Look at that dead bird!" Someone looked up at the sky and said, "Where?"

## They're walking next to you.

While looking at a house, my brother asked the real estate agent what direction was north because he didn't want the sun waking him up every morning. She asked, 'Does the sun rise in the north?' My brother explained the sun rises in the east And has for some time. She shook her head and said, 'Oh, I don't keep up with all that stuff.'

## Dear Lord

My colleague and I were eating our lunch in our cafeteria, when we overheard an admin girl talking about the sunburn she got on her weekend drive to the beach. She drove down in a convertible, but said she "didn't think she'd get sunburned because the car was moving."

## Isn't she special?

My sister has a lifesaving tool in her car that is designed to cut through a seat belt if she gets trapped. She keeps it in the car trunk.

## Keep walking.

I couldn't find my luggage at the airport baggage area and went to the lost luggage office and reported the loss. The woman there smiled and told me not to worry because she was a trained professional. She said I was in good hands. 'Now,' she asked me, 'Has your plane arrived yet?' (I work with professionals like this.)

## Marching on.

While working at a pizza parlor I observed a man ordering a small pizza to go. He appeared to be alone and the cook asked him if he would like it cut into 4 pieces or 6. He thought about it for some time then said, "Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces."

## They Walk Among Us!

Last, but not least: TRUE STORY:

A noted psychiatrist was a guest speaker at an academic function where Nancy Pelosi (former Speaker of the United States House of Representatives) happened to appear. Ms. Pelosi took the opportunity to schmooze the good doctor a bit and asked him a question he was most at ease with. 'Would you mind telling me, Doctor,' she asked, 'how you detect a mental deficiency in somebody who appears completely normal?' 'Nothing is easier,' he replied. 'You ask a simple question where anyone should answer with no trouble. If the person hesitates, this hesitation puts you on the track.' 'What sort of question?' asked Pelosi. 'Well, you might ask, "Captain Cook made three trips around the world and died during one of them. Which one?"' Pelosi thought a moment, and then said with a nervous laugh, 'You wouldn't happen to have another example would you? I must confess I don't know much about history.'

Sadly, they walk among us! And, MORE sadly, are prevalent in Washington DC.

You can't fix stupid, so just keep walking.



# INTRODUCING.....



Sean Bamford and Erica Busch, who joined the club in February of this year.

Their 1971 Chevrolet C10 long bed was imported in 2010, and they are the 3rd New Zealand owners, having purchased it from a couple in Whangarei 2 years ago.

The Chev C10 has a 350cu (5.7ltr) small block engine, 3 speed Turbo 350 transmission and a 12 bolt diff. It has Centreline mags with 275/60x15 on the rear and 235/60x15 on the front. The truck has been lowered but they would like to lower it some more, and have a c-notch kit ready to go but have been too busy to do it.

The grill is not standard but everything else is pretty much stock. They don't know much about the C10's history, but purchased the truck because they liked it (as you do).

The truck is used most weekends, and often hauls mountain bikes on the back.



## Kaiaua Fish & Chip run – 19 March 2017

That clever chap, John Bercich, who organised the run down to the Bay View Hotel at Kaiaua, must have a direct line to the Chief Weather God, as the day was absolutely stunning with blue skies and sun, sun, sun! More so after the weather bomb the previous weekend flooded out so many people, properties and roads, and which affected the scheduled route down to Kaiaua. The pre-planned route via the Hunua Gorge and Falls had to be abandoned due to slips and muddy debris, but this was more than compensated for with the stunning drive down on roads that not many had driven before.



The sparkling weather sure did bring out a lot of drivers to the BP Service Centre, along with our 19 ACCCA club cars (and 1 guest, soon to join up), with around 50 people raring to go. After John's briefing where he gave out road instructions, the convoy started up and headed away, with much snapping of camera phones from the bystanders at the BP.



The route threaded its way eastwards via some gorgeous verdant countryside, before we pulled up at the Seabird Coast visitor centre at Miranda for a squiz at the informative displays and a comfort stop. The centre is run and manned by volunteers, so good on you, those who dropped coins in the donation box. A short run up to the Bay View Hotel had us meeting up with 7 cars from ACCCA Hamilton, and lots of classic chatter before heading into the Hotel for the \$15 per person buffet lunch.

And what a feast it was, with scrummy battered Blue Cod, chips, potato, green and pasta salads, along with tea and coffee to finish. Such good value, and a credit to the staff and John for setting this all up. Whilst some decided to head off home after the meal, others moved on a short way to park up in a great little reserve a few streets away, to natter away the beautiful afternoon in the sun.

The run prize of \$20 for the person who attends in their classic car, goes to Grant Taylor in his 1957 Ford Fairlane Retractable.



## Beach Hop newbies Adith and Shane Stoneman attend 2017 event

Although Shane and I had heard of the Beach Hop, we had never been, so now that we are the proud owners of our 1968 Chevy Suburban, we registered for the event on the first day.

We arrived on Tuesday afternoon and that night were educated by a hardcore fan of how the event works, so we joined him on the side of the road and watched the cars parade up and down the street. "This is nothing" he said "wait till Friday night, it is magic". Wednesday was our first run to Waihi, and what an experience for a novice Beach Hopper. The street was lined with people, the kids shouting continuously "Rev it", and many a driver happily complied. Parking the hundreds of cars was done in 50 minutes, which was no mean feat, bands were playing in the



streets, and a large variety of food was available in the cafes and street stalls. There were plenty of stalls selling clothes, parts and memorabilia, and everywhere you looked people were having a great time, with many dressed in their retro gear which added a great atmosphere.



Thursday we did a run to Whitianga, followed by the Friday run to Onemana Beach. Both runs were again so wonderfully supported by the community, with people lining the streets, bands playing and a serious party atmosphere. In Whitianga a teacher had taken the opportunity to teach her students the concept of "interviewing", so I found myself being interviewed by three lovely schoolboys, but I had to pass some technical questions to Shane as I did not know the answers. At Onemana the band played with the sea as their backdrop, which I felt was rather special, with lots of people dancing, giving the women an opportunity to show off their lovely dresses and petticoats.

Friday night was epic; there is just no other word for it. The noise and petrol fumes at times a little too much, but you just could not tear yourself away from the atmosphere. Young and old lined the streets in beach chairs, sitting in the back of cars and trucks or just wandering around soaking it all up. The cars just went round and round, nobody could get enough of it, so Shane and I participated as well, as we just had too. We had turned the lights on in our Suburban and showed off the already made up bed in the back, which got quite a few comments.

Saturday was the big parade, with some 1200 cars taking part. It was completely crazy how many people lined the street, and so many dressed up in retro gear or fancy dress. During the Beach Hop we met up with several ACCCA members, including Rex and Vanessa, who had met a nice couple from Nelson with a General Lee, and we all had a great time together at the comedy night. We also met Peter and June Lee, and admired Alex Ross' car and caravan that took away the top prize for caravans. We ran into Greg Beech a few times, and made sure that we listened to Paul Roper playing the drums, but unfortunately missed seeing Dave and Neil Roper selling their model cars.



We stayed in Opoutere and there met JayJay from the USA, who asked us about our car, and told us about his 1963 Belair Wagon. He had no idea the Beach Hop was on and ended up spending two extra days in Whangamata, and like all people he had a ball. Sunday was the big prize giving, and like all folks we wanted to win the GT Mustang but it wasn't meant to be, perhaps next time.



The petrol station in town never had a quiet moment, and the two local garages had plenty of business as well. And although they themselves completely missed out on all the action, they were always serving you with a smile and were ever so helpful.

We would like to say a big well done to all involved with the Hop, it certainly was a great success. We'll be back..... for sure.

## Della-Mura Shed Raid & Roper BBQ run – 9 April 2017

You have to hand it to your ACCCA committee; another spectacular weather day selected, amongst the truly awful ones we have been experiencing this year for the run this time captained by Dave Roper. Recent club run numbers have been getting bigger and bigger, and this time was no exception with 22 cars and around 50 people turning up at Westgate for the 10.30 start time.

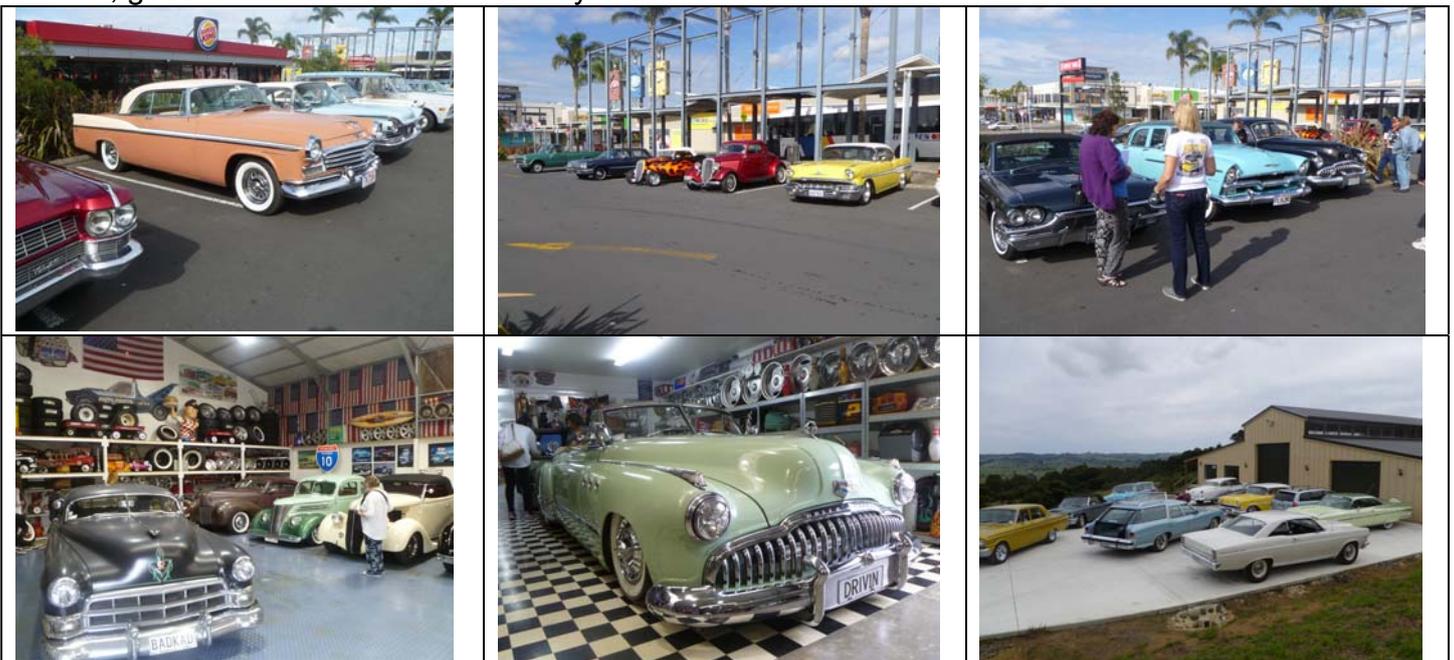


A tiki-tour through some beautiful rural back roads around Taupaki had us arrive at John & Robyn Della-Mura's Kumeu Sheds opposite the Kumeu Showgrounds from the reverse direction than usual, and most parked up in a side road. The Della-Muras were in the process of transferring their memorabilia and collectables into a new store at the front of the impressive shed complex, and apologised for the untidiness, but all still looked good with plenty to see. An impressive collection of classics and hot rods were on display, some that John had imported for sale amongst his own cars.

The standard of some of these cars were stunning, especially the two '32 Coupes that were built by Brizio in the US. John took the time to explain to the group some of the pitfalls of importing and complying/vinning vehicles, which sees the rules constantly changing and has resulted in his imported vehicle numbers dropping dramatically due to the time and expense of this process.

A quick run up the Old North Road to Helensville had us arrive at Paul and Jane Roper's lifestyle block with their brand new American style combined home and workshop (for Paul's engine building business), with truly amazing rural panoramas from their 'aircraft carrier' sized covered decks. Paul gave a very informative tour and talk about high performance engine building, in his absolutely spotless workshop and sterile build room, both of which were so clean you could eat breakfast off the floor. Some of his stories about jobs done by other so called mechanic/engine builder muppets (Paul's term) had most enthralled, and was a warning to the unwary about using unknown tradespeople.

After this the twin Webers were cranked up to feed the hungry group, with Rob & Russell wielding the tongs, ably supervised by Alex. The beef and chicken patties, along with the sausies went down a treat and vanished as soon as they were cooked. Once everyone had their fill and a natter, the afternoon was mid-way through, so most people fired up the V8's and headed on home. The run prize for the day of a \$20 Z Energy gift card for the member who attended the run in their classic, goes to Graeme & Gwen Mackay in their 1953 Cadillac.



## Luxxio Prestige Car Care run – Sunday 28 May 2017

It had to happen sooner or later this year, a club run where the weather didn't quite play nice, with intermittent showers during the day, but lots of fine spells also. However, we have had a great run so far in 2017, but that didn't deter the 25 cars, and over 40 club members turning up at Caffeine & Classics monthly get-together for the start of our Luxxio run. And man was it a squeeze, trying to find parking after arriving just after 9.45am; the car park was chokka!

Rob got everybody together for the run briefing at 10.30, and gave out very detailed run sheets, which sure were needed with the traffic over the Shore, as the cars got separated. The Luxxio guys gave a brief intro, before getting stuck into several members cars to show just how good their products were, and the results were amazing. First up they worked on new member's Greg and Julie's '66 Fairlane, then moved onto Rosalie's '60 Thunderbird interior, followed by Mike and Lea's '86 Camaro (breaking the Ford stronghold thankfully), and the results were stunning. You had to be there to see the difference!



However, they only did a portion of each car, leaving the owners to dool, and of course purchase some Luxxio product to complete the transformation. The Luxxio guys opened up their showroom for members to purchase this amazing stuff, and gave great discounts to everyone who bought, basically at dealer pricing.

The time flew by watching all this detailing, and after almost two hours we were all off on the run up to Silverdale for the lunch, with a comfort stop at BP Silverdale, before a great cruise around the back blocks which bought us out at the Northern Union Café in Silverdale township. This was a great choice on Rob's part, as the service was excellent, the heaters were on, and we were all accommodated in the covered in courtyard.

To further top off the day, Luxxio donated one of their \$175 product packs to the club, and with a lucky draw to choose the winner, this was taken away by Robert and Nicola. Everyone appeared to have had an enjoyable day out, despite the showery conditions, but even that may have been in our favour, allowing members to try out their newly purchased Luxxio products when they got home.

Great planning Rob. The run prize of the day of a \$20 gift card for the member who turns up in their classic, goes to Rosalie Woodcock in her 1960 Ford Thunderbird.



## **Historic Engines – The Ford Y-Block V8 of the 1950's**

The venerable Ford Flathead V8 was antiquated by the early 1950s. To remain competitive, Ford created a new overhead-valve V8 engine they called the Y-Block. First introduced in 1954, the Y-Block engine would power Ford and Mercury products for the next 10 years.

It's important to note at the beginning that the original Lincoln V8 was also known as a Y-Block. Lincoln introduced their engine in 1952, and it was a different design from the Ford Y-Block. You can identify the Ford Y-block with a quick glance into the engine bay.

The distributor is located at the back of the engine and off to one side. Also, the valvecovers are held on with two bolts through the top of the covers.

### **Developing the Y-Block**

Ford was always the most conservative of the major automakers, holding onto older designs far longer than GM or Chrysler. But market forces pushed Ford to develop new designs in the 1950s. The company had designed the Y-block for a 1953 introduction, but a shortage of nickel due to Korean war needs prevented the company from manufacturing the engine in sufficient quantities.

Ford introduced the first of the Y-block engines in 1954 on Ford cars and trucks. The engine displaced 239 cubic inches and made 139 horsepower and 193 pound-feet of torque. This represented a 25% improvement over the standard flathead from the previous year. Ford customers were enthusiastic about the new engine. Mercury customers received an updated 256 cubic inch Y-block rated at 161 horsepower and 238 pound-feet of torque.



For 1955, Ford increased the displacement and made engines at both 272 and 292 cubic inches. The 272 made 162 horsepower and 258 pound-feet of torque. All basic Ford products received this engine. The 292 engine gave Thunderbird and Mercury drivers 193 horsepower and 280 pound-feet. With this engine, the 1955 Thunderbird rocketed from zero to sixty in just 9.4 seconds.

### **The Glory Days**

The 292 engine became optional on all Fords in 1956, and the company also introduced the special 312 cubic inch engine for the high line vehicles such as Thunderbird and all Mercury models. The 312 engine variously made 210, 215, 225, 235, or 245 horsepower depending on the model year.

Starting in 1956, Mercury dealers also offered a performance kit with alternate heads and camshaft, and a twin-four-barrel induction system that bumped 312 output up to 260 horsepower.

The apex of Y-block performance came in 1957, when Ford added a Paxton supercharger to the 312 engine. The result was "at least" 300 horsepower and 300 pound-feet of torque, though Ford was cagey about the actual numbers.

### **The End of the Y-Block**

Ford introduced its big block FE engine on larger cars in 1958. The new V8 replaced the Y-block with the Windsor small block in 1962, but the engine lived on overseas until as late as 1982 in passenger cars, and 1986 in pickup trucks. The main reason for the discontinuation of the Y-block is usually given to be the hard displacement limit of about 340 cubic inches. However, the design has valvetrain oiling problems. Owners often installed aftermarket oiling systems to bring oil to the valvetrain from the



oil pressure sender port.

Y-block owners will also report that the solid lifters used in these engines require more maintenance than the hydraulic lifters used in other engines, and that the engine is prone to oil leaks. However, this engine is a critical transition model in Ford's history. The Y-block also offers very attractive performance numbers in stock form, so that owners of Ford products from the 1950s can run a stock V8 that is correct for year, make, and model without sacrificing essential performance.

*Article courtesy of Rod Authority, written by Jeff Zurschmeide.*





# Hot Dates for Jun-Jul-Aug

<u>June</u>	
1	Yank Tank Thursday, Botany Town Centre, 5-9 pm
4	Winter Drag Wars, Meremere Dragway, Waikato, from 10am
4	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, 7.30-9.30am
5	Parked up out West 17, Northwest Shopping Centre, Westgate, 9.30am-1pm
18	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, 8.30-10.30am
18	Winter Drag Wars, Meremere Dragway, Waikato, from 10am
25	ACCCA Mid-winter Christmas & 21 <sup>st</sup> Anniversary Lunch at Soljans Estate Winery, 366 State Highway 16, Kumeu, from 12-4.30pm. \$45 per head, and RSVP's must be in by June 16. Commemorative gift for each member family, and a special additional gift for 10 plus year members, along with door and spot prizes.
25	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
29	Manukau R&C Burger Night, Repco, 230 Gt.Sth.Rd.Takanini from 6pm
<u>July</u>	
1	Vintage Winter Warmer Market, 9 Lupton Road, Manurewa, 9am-3pm
2	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, 7.30-9.30am
2	Winter Drag Wars, Meremere Dragway, Waikato, from 10am
4	American Independence Day Run, departs Beaumont Street, Auckland, 7.30pm
9	Rotorua Swap Meet & Car Show, Paradise Valley Raceway, Rotorua, 7am-3pm
16	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, 8.30-10.30am
16	Winter Drag Wars, Meremere Dragway, Waikato, from 10am
22-23	CRC Speed Show & Teng Tools R&C Show, ASB Showgrounds, Greenlane
23	ACCCA run to Te Papa Car Collection at Whitford. Meet at Vector Wero Whitewater Park, 770 Great South Road, Manukau from 10am to depart at 10.30. \$20 per head Buffet lunch at the Formosa Club, Whitford.
27	Manukau R&C Burger Night, Repco, 230 Gt.Sth.Rd.Takanini from 6pm
30	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
30	Winter Drag Wars, Meremere Dragway, Waikato, from 10am
<u>August</u>	
3	Yank Tank Thursday, Botany Town Centre, 5-9 pm
5-6	Chrome Expression Session, Hampton Downs, Waikato
6	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, 7.30-9.30am
13	Winter Drag Wars, Meremere Dragway, Waikato, from 10am
20	ACCCA shed raid to Roy Sharman at Waiuku. Meet at BP Papakura, Southern Motorway from 9.30am to depart at 10. Lunch at The Kentish Hotel, Waiuku at about 12.30pm
20	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, 8.30-10.30am
26	Waiau Pa Hop, Clarks Beach Reserve
27	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
31	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm

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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