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Your award winning car club - Galaxy of Cars February 19

March~April~May 2017

www.americanclassiccars.org.nz



President Rob's Report

Hi there members, Happy New Year Everyone!! This is my first Presidential Rambling for 2017, hard to comprehend it has been nearly 3 months since my last one! This year has already been cracking along at a frenetic pace, with little signs of slowing down any time soon! On a sombre note, I have already attended one funeral so far this year, on top of two in quick succession toward the end of last year. They say things come in threes, so hopefully that's my quota for quite some time thanks!

By the time this issue goes to press, we would have already had three great club runs/events in 2017, plus that awesome End of Year family Christmas Picnic spectacular last December, all of which you can read about further on in this issue and view more pictures of each on our Website.

Our March event is all locked and loaded and with the ever-enthusiastic John Bercich in charge of that one, it's bound to be a great run. Especially for those of you who perhaps have only joined the ranks in the past 12 months, as he takes us all the way down to the Seabird Coast via some spectacular roads and scenery.

Our hardworking committee has also got pre-planning underway for some wicked runs scheduled for April, May and July already, as well as a very special Mid-Winter Christmas event at the end of June.

On the subject of new members, I am immensely proud that we as a club continue to attract like-minded American classic car enthusiasts, as well as maintain a very healthy membership base that has been with us for many, many years now. More on that to come later in the year, nudge nudge, wink wink...

So then, as usual, your ongoing support never goes unnoticed and we genuinely appreciate all the positive feedback we continue to receive. We try hard, as there is a bit happening in the background that many of you would never be aware of, but that is why we are a club, so you guys get to reap the rewards of our efforts whilst we take great satisfaction in providing them for you. Win, win!

See you all soon.

Cheers! Rob



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Russell's Ramblings

Hi there folks, just thought you might be interested in a different sort of classic motoring event I experienced last Sunday. I was navigator for my neighbour who owns a very rare aluminium bodied 1933 Austin 7 Type 65 "sports car", in the Austin NZ Register National 2017 Rally held in Franklin. These sturdy little vehicles are what a lot of our parents drove, (and in some cases ourselves, certainly I owned one) and transported us and our families throughout the country.

But after bouncing from rutted road to pothole to corrugation through the backroads of Hunua, on what was basically cart suspension, it is hard to believe how our 50's and 60's US cars had progressed in this area. Another issue was how poor the cable operated brakes were, and although the cars are lightweight, they had great difficulty in slowing on some of the more steeper hills, even from very low speeds.

After a day of this enjoyable but physically challenging motoring experience, it sure was good to get back home. I did however, spare a thought for 3 of the owners who left on Sunday afternoon for the trip home in their Austins, via Napier, before heading back to Christchurch. My creaking bones and sore bum muscles are protesting at just the thought of this marathon journey, so I'm sure glad it's them and not me!

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:-
Greg Beech - 1969 Buick Electra, Warren Millar - 1966 Ford Thunderbird Town Landau, Martin & Petrina Youl - 1968 Chevrolet Camaro Z28, Sean Bamford & Erica Busch - 1971 Chevrolet C10 Pickup
Ciao 4 now, regards Russell

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FUNNY FARM



What's becoming of the human race ?.....

In case you need further proof that the human race is doomed because of stupidity, here are some actual label instructions on consumer goods.

On a Myer hairdryer: Do not use while sleeping. (darn, and that's the only time I have to work on my hair).

On a bag of Chips: You could be a winner! No purchase necessary. Details inside. (the shoplifter special?)

On a bar of Palmolive soap: "Directions: Use like regular soap." (and that would be how????....)

On some frozen dinners: "Serving suggestion: Defrost." (but, it's "just" a suggestion).

On Nanna's Tiramisu dessert (printed on bottom): "Do not turn upside down." (well...duh, a bit late, huh)!

On Marks & Spencer Bread Pudding: "Product will be hot after heating." (...and you thought?????....)

On packaging for a K-Mart iron: "Do not iron clothes on body." (but wouldn't this save me more time?)

On Boot's Children Cough Medicine: "Do not drive a car or operate machinery after taking this medication." (We could do a lot to reduce the rate of construction accidents if we could just get those 5-year-olds with head-colds off those forklifts.)

On Nytol Sleep Aid: "Warning: May cause drowsiness." (and...I'm taking this because?????....)

On most brands of Christmas lights: "For indoor or outdoor use only." (as opposed to...what?)

On a Japanese food processor: "Not to be used for the other use." (now, somebody out there, help me on this. I'm a bit curious.)

On Nobby's peanuts: "Warning: contains nuts." (talk about a news flash!)



On an American Airlines packet of nuts: "Instructions: Open packet, eat nuts." (Step 3: maybe, uh...fly Delta?)

I don't blame the company. I blame the parents for this one: On a child's superman costume: "Wearing of this garment does not enable you to fly."

On a Swedish chainsaw: "Do not attempt to stop chain with your hands or genitals." (...was there a lot of this happening somewhere?)

INTRODUCING.....



Greg Beech, who has just joined the club in December 2016.

He has always had a passion for big old cars, and in particular American four door pillarless hardtops. Up until recently Greg had a 1968 VE Valiant, which he owned for the last twenty years, but needed restoring. It was decided to forgo the restoration and get the car that he always wanted, already in perfect condition, so after searching for most of a year, found the car of his dreams in Christchurch.

A chap had brought the 1969 Buick Electra Limited 430ci in from Canada two years ago, but unfortunately passed away before getting it on the road. An American car dealer then got hold of it, and did the necessary changes to get it through Vinning. Other than a new paint job, which it received before it arrived, it is completely original with only 24,000 miles on the odometer. People who have had a close look at the condition of the Buick believe this to be correct, and Greg says it drives like it just came out of the showroom.



SUMMERS FINALLY HERE! CHRISTMAS AT WENDERHOLM – 4th DECEMBER

After seemingly weeks of showery weather leading up to December, Summer turned itself on for our Christmas picnic at Wenderholm Regional Park, north of Orewa. Some of the committee turned up early at the park to set up the gazebos and ready the food for the mass arrival of the classics at around 11am. And what an arrival it was, with 37 classic American stunners parading through the gate to our very own picnic spot within the grounds. Visitors to the park must have thought “The Don” was about to descend with all the Yank Tanks around, as both Hibiscus Rodders and American Muscle Car Club were also present, setting up on the approach road to the beach.

With well over 100 club members, families, and guests present, it took a while for everybody to find their spot in the shade and settle down, but they were soon up again to hear President Rob give his welcome speech, before heading to the lunch buffet gazebos. And what a spread it was too, with cold ham and chicken, bacon and egg pie, all sorts of rice and salad styles-great job Dave and Sandy getting all this sorted-and there was plenty for all. No sooner had we chomped our way through all this, and then we were onto the deserts that everybody bought along to share. We don't think anybody went home hungry from this feast!

The kids “big-dig” was next up, but unlike last year, the prize sticks were buried a little shallower. There were lots of squeals of delight as sticks were excavated, which were later swapped for presents. From here on in the programme never stopped, with the egg and spoon races for little and big (read adults) kids, egg catching contest which resulted it a number of contestants needing a hose down after, and Rob's water balloon contest (of which the rules were never explained, but it didn't seem to matter) which had more that a few cooled down involuntarily, welcome in the sun do doubt!

Throughout the day there were gate prize draws, some of which were from our sponsors, NZ Petrolhead, Autopaint, and Classic Cover Insurance, and the rest supplied by the club. There were a lot of prizes, and it seemed that most who attended got something, so great were the number of prezzies. The secret Santa was also well subscribed, with two whole sacks of gifts for participants to choose from.

It seemed that most attendees young and old were pretty worn out due to the sun and fun, so mid-afternoon the V8's started to rumble, and head off home, and hopefully an early night. Another very successful club Christmas out of the way, so we can now focus on the upcoming festive season.

The dipstick award has now found a new home, passing from Trevor and Jude Righton to Kerry Bramley. Kerry meet up at the BP Silverdale with all the other USA iron, but unbeknown to him so were the American Muscle Car Club, so when they left so did he, leaving our members behind him. The only saving grace was that the AMCC were heading to Wenderholm also, so who knows where he would have ended up otherwise.



NORTH SHORE R&C CLUB TOY RUN – 5 DECEMBER 2016

If you are a regular attendee at the North Shore Rod and Custom Club Toy Run at Vellenoweth Green in St. Heliers, you will know that the weather has been a bit difficult at times in the past. It has experienced heavy down pours, fine but very cold, and showers, but this year sure was an exception. Although showers were forecasted, with the wet stuff bucketing down out West and sprinkling over the Shore, the City bays were fine and balmy, making for a pleasant late afternoon get-together.

With the gazebo all set up, we were well supported by our members, with 13 cars in our display and over 30 people who finished off the left-overs from the previous day's Christmas picnic. With almost zero waste at the end of the evening, it was a credit to Dave & Sandie Roper's estimations for the Sunday/Monday combined catering exercise.



The Green steadily filled up with plenty of variety, and nobody seemed in any hurry to leave. The Salvation Army scored with a small truck filled with donated presents for underprivileged children, as well as collecting donations for their excellent charity. We packed up the gazebo and got away around 8.30pm, after wishing our fellow members for the upcoming festive season.

This was a laid back and very relaxing way to finish off what has been an outstanding year for our club, which has experienced steady growth resulting in amazing turnouts of cars on most of our outings this year. Long may it continue!



Black Swamp Rod Run – Saturday 7th January

An impromptu club outing up to the Black Swamp Rod Run resulted in 8 cars meeting up at the BP Silverdale for the run up to Mangawhai; Mike & Nicola Blythe - 1955 Pontiac Star Chief, Roger & Lola Anderson – 1957 Chevrolet Bel Air, Steve Plester – 1952 Buick Super Riviera, Rob Milligan – 1976 Pontiac Grand Safari, Dave & Sandie Roper – 1967 Mercury Cougar, Neil Roper – 1934 Ford Coupe, Peter & June Lee - 1975 Oldsmobile Delta 88 Royale Convertible, Russell & Cindy Wilson – 1957 Pontiac Star Chief.

The run up to Mangawhai was great with minimal traffic (apart from the backlog caused by a Ford Model T just before Warkworth, who must have had 20 cars and trucks behind him) driving through picturesque rural countryside to arrive at the school meet up point around 9am. Bryan & Dallas Martin in their 1964 Chevrolet Impala were already there, as they live just down the road. The school field quickly filled up, and by the time the run commenced there were close to 200 cars raring to go.



The run took in some beautiful countryside and coastal panoramas, via Langs Beach and Waipu Cove up to Waipu town where we turned around and cruised back again to Mangawhai. The run itself was somewhat reminiscent of Americarna in Taranaki, in that there were spectators lining parts of the route waving and cheering the cars through.

The early afternoon finish was at an olive grove just past the school start point in Black Swamp Road, and what a great setting it was, with all the cars parked among the trees. There was a very large pond for swimming, along with a band providing music to rock away the afternoon, featuring our very own Paul Roper on drums. All in all it was a great way to spend a day, with fine and sunny weather, lots of previously unseen classics, and a cruise through countryside that we don't normally drive. Just as well it was so relaxing, as some were already sweating their return to work on the Monday.



Kumeu Classic Car & Hot Rod Festival – 21 January 17

It sure was an early start for “Kumeu”, heading away from home at about 6.45am, so as to arrive at the Club’s designated site and get set up before the bulk of members arrived. The usual traffic snarl up from the Soljan’s Restaurant roundabout was on again, but this time it only took 20 minutes to get to the show entrance at the Kumeu Showgrounds, rather than the 60 it has taken in the past. This seemed to be because of a much improved entrance process, whereby classics and rods with only a driver, which meant free entry, were hearded down one lane straight through, and those with multiple passengers went in the other. Hooray, common sense finally!



Arriving at the site which Dave had roped off the previous day, there were already several members parked up, so it didn’t take long to get the gazebos, hot water and therefore coffees all up and running. The final total of member’s cars (and Alan’s army truck) in our corral numbered 24, so it was a good turnout from ACCCA, a fact commented on during the day that it was the best club display seen at the show.

But it certainly didn’t feel like Summer though, with the early morning temperatures more akin to Autumn, before it started to warm up, and with no wind which was a blessing. That didn’t last long though, as throughout the day the wind picked up to such an extent that we had to take down the club banner that threatened to take off with Shane’s Fairlane attached.

The show itself was packed, with the whole infield parking area chock full of Americana, along with more swap sites seen for a number of years, even taking over some of the area previously reserved for clubs. The main display shed, previously the domain of the best American classics and rods, included last years winning Volksrod, a lace painted Rolls Royce, a caravan, and an unfinished bare metal Falcon, amongst the more usual cars. Times, they are a changing! The next shed was full of custom bikes, some of which were absolutely stunning works of art. This was followed by unfinished projects, and the airbrushing artists at work, which always seems to attract the biggest audiences.

The new Kumeu management setup seems to be working well, attracting what seemed to be a record number of trade display and sales tents which seemed busy most of the time. The car drop from two massive cranes also created great excitement, and the ground pounding thump could be heard throughout the showgrounds. All in all this years festival was a great day out, with plenty to see and do, so the future of NZ’s largest classic and hot rod show looks to be in good hands, and long may it continue.



Morrinsville Motorama – 12 February 2017

Another early morning start for a club run had us meeting up at the BP Service Centre Papakura at a start time of 7.30am for the run down to Morrinsville. The temperature at Papakura felt more like Autumn than Summer, and from the top of the Bombays mist could be seen in the valleys, signalling a premature end to our somewhat changeable Summer season.

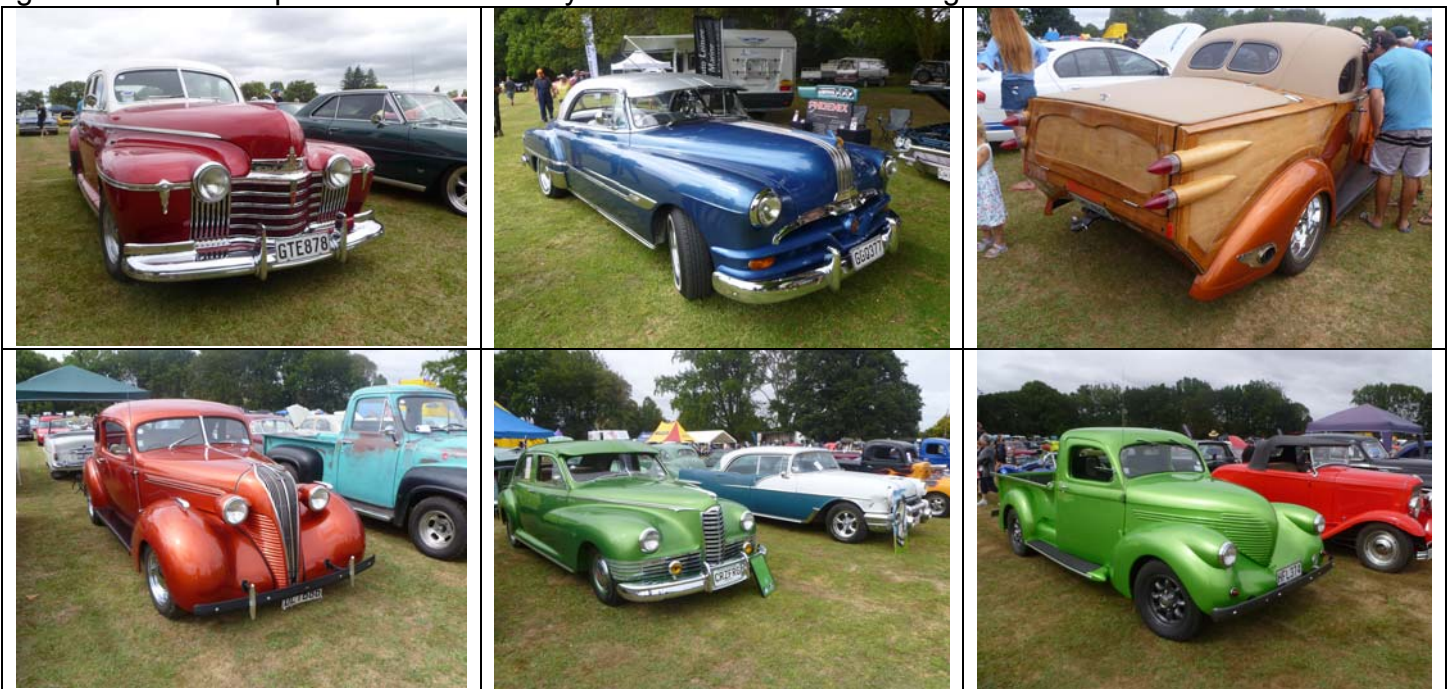
However, this didn't stop the 13 classic vehicles and their passengers (including 2 guests who are likely to join up in the near future), from heading off south. A great drive with not much traffic saw us travel through Huntly to take a couple of lefts at Taupiri and Gordonton, through some very picturesque countryside, before arriving just after 9am at the Morrinsville Polo Grounds for the show.



After a quick set up of the Club banner, swooper flags, and gazebo, it was off to check out the swap meet which had the usual mix of auto, homeware, and collectibles, but as we were a couple of hours late for the 7am start, most of the bargains must have gone! However Trevor Righton found a couple of T shirts with pictures of his Chevy pickup on the front, so he manfully had his own fashion show and paraded his abs for all to see.

Four other ACCCA members also attended the Motorama off their own bat, so it was a good turnout for the club, which had one of the better displays (in our humble opinion of course). The weather during the show was pretty ho-hum, ranging from cloudy and cool, with patches of sun, to dark damp looking cloud, but it didn't spit until a shower on the way home. Most participants started to leave after the prize giving at 1pm, so we packed up all our gear mid-afternoon and headed off home as well, to battle the Sunday afternoon traffic chaos on the Southern Motorway.

A great day out at a different location, with lots of new cars to see, meant another successful club run under our belts. The run prize of the day of a \$20 gift card for the person who turns up in their classic, goes to Paul Crumpe and his son Jeffrey in their 1967 Ford Mustang.



Galaxy of Cars - Sunday February 19th, 2017

Much as they did last year, the New Lynn Lions must have had every finger & toe crossed for their annual Galaxy of Cars event on Sunday February 19th, because despite being held two weeks later than last year, Auckland's fickle February weather was doing its best to put a dampener on things, literally, right up till Saturday afternoon.



Despite that, 16 ACCCA members were not deterred and showed up on schedule at Western Springs College Car Park on Motions Road, where we headed off to the venue within Western Springs Speedway, at exactly 9.21am. Oddly, the College car park is usually full of other clubs as well, as it is an ideal vantage point to gather the troops together. But not this year... just us. Once all 16 of us were parked within our designated space (and some of the spare Z-Club spaces!) we erected the big red club gazebo, set the swooper flags a-swooping at either end and the Club banner over Phil & Cindy's Mustang in the middle, then settled in for the day, which by now was threatening rain, followed by intense sunshine, cloud and high humidity! What do they say about 4 seasons in one day....

With such fine company among those members present, the day was not as long as it could have been. Everyone seemed to come and go, and come back again through the day and nestle themselves under the gazebo and snacked on various tasty morsels that Cindy Officer had baked. And also had a thoroughly enjoyable time doing it. Feck, we even managed to have a Committee meeting and put plans in place for events right the way through to July!

But the icing on the cake.... hehe..... was during the Prize giving at 2 o'clock, when our club were announced as recipients of 1st Place in the Best Presented Car Club category, winning a lovely trophy and Magnum of bubbly for our efforts! What a hoot! Another top effort from all concerned.

The event itself was a little bit of a mixed bag, as with one or two notable exceptions, there just seemed to be less of everything really. Still plenty to see, and some very, very special cars on display that also took out the top awards, and all for a very worthy charity of Child Cancer this year. But was it the weather leading up to the event? Or the proximity to the Ellerslie Concours the prior weekend, or any number of other things, I really don't know. But are sure the New Lynn Lions were mildly disappointed with the overall turnout.

It's still a great event for Auckland and deserves to continue to succeed and prosper and one I feel strongly we should continue to support as a Club. Bring on next year.....
Recipients of the \$ 20.00 Run prize are Shane & Adith Stoneman, for providing the lounge suite out of their Chevy Suburban, for the gazebo!
Rob.



1956-57 Continental Mark II

A styling masterpiece, Ford Motor's largely hand-built 1956-57 Continental Mark II is one of the most outstanding cars ever built in America. The limited-production Mark II two-door coupe was built under the direction of 26-year-old William Clay Ford, who was Henry Ford II's younger brother. The younger Ford was put in charge of a new "Continental Division," which came up with the Mark II.

The Mark II was largely a successor to the glamorous Lincoln Continental of the 1940s, which led some to mistakenly call the 1956-57 Mark II a "Lincoln Continental." Ford Motor never called it a Lincoln. The Mark II technically wasn't a Lincoln because it came from the Continental Division, which was separate from Ford Motor's Ford, Mercury and Lincoln divisions. The new division--initially called the "Special Product Operations" or "Special Projects Operation," was housed in sumptuous quarters and had a star-studded lineup of designers and engineers.

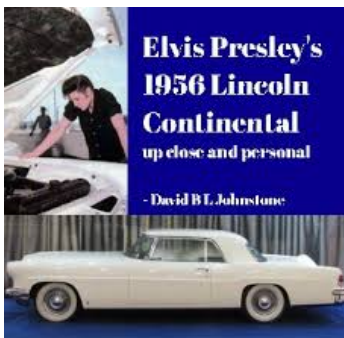
The Lincoln Continental began life as a 1939 custom body Lincoln for artistic Edsel Ford. Edsel was Ford Motor president and the son of company founder Henry Ford I, who wasn't artistic and pretty much ignored the Continental. Now an old man, he was still in love with the stark Ford Model T. Edsel's car received so many compliments that Ford Motor made it a low-volume model. The 12-cylinder car was unofficially called the Mark I. One of its most distinguishing features was an outboard-mounted "continental" spare tire put in a housing behind the trunk



The Mark I was made from 1940 through 1942, when World War II interrupted production. It returned as nearly the same auto from 1946 through 1948 and set the stage for the Continental Mark II. The 1940s Continentals had low sales, but drew lots of showroom traffic and prompted Lincoln dealers to ask for a successor. However, once-struggling Ford Motor lacked enough profits to begin developing such a car until 1953.

The 1956 Mark II cost \$9,695, which would have let you buy two Lincoln Premiere luxury convertibles and have had a few hundred dollars left. With air conditioning, the Mark II's price was \$10,430. The new car's base price made it the most expensive American car. It was a picture of refinement and taste, contrasting sharply with the heavily chromed, finned autos of the mid-1950s.

The new Continental was introduced in October 1955--but not at



big American auto shows, such as those in New York and Chicago. Rather it was unveiled at the Paris Auto Show, and later that October at Ford headquarters in Dearborn, Michigan. The Mark II was greeted with acclaim and wonderment from the media and public on both sides of the Atlantic. Elvis Presley was among its celebrity buyers.





The Mark II had its own manufacturing facility, where nuts and bolts were hand-torqued to aircraft standards. More time was spent in the Mark II's metal-finishing and painting than typically was needed for the completed assembly of other high-quality autos. Then, each Mark II was shipped in its own fleece-lined cover to dealers. Powering the 115-mph Mark II was a large 368-cubic-inch V-8 that generated 285 horsepower in 1956 and 300 in 1957.

It was a 1956 Lincoln engine, but was disassembled, minutely inspected and reassembled after being individually hand-balanced. It was connected to a specially tested "Turbo-Drive" three-speed Lincoln automatic transmission.

As it turned out, the Mark II was overshadowed by the 1957 Eldorado Brougham, a flashy, gimmicky, outlandishly priced \$13,074 coupe. It looked as if Cadillac built the Eldorado Brougham to outdo the Mark II. But, although everyone in Detroit knew Ford Motor was bringing out a very exclusive model, it took at least three to four years to develop a new car. Cadillac thus couldn't have introduced its Eldorado Brougham in time to compete with the 1956 Mark II.

Also, it was common then for automakers to bring out limited-production cars that lured curious buyers to showrooms, where nearly all ended up getting regular models.

The Eldorado Brougham only lasted in its original form through 1958 because by then it had helped Cadillac make its point that it was still the top-dog luxury car producer, at least as far as total luxury car sales volume was concerned.



Despite its lofty price, Ford Motor lost about \$1,000 on each Mark II, although some dealers initially got a \$1,000 premium over its list price. GM lost a whopping \$10,000 on each complicated Eldorado Brougham, which had such things as an air suspension. Only 1,325 Mark IIs were sold in 1956 and just 444 units found buyers in 1957, when the car cost \$9,996. Cadillac sold just 400 Eldorado Broughams in 1957 and only 304 with an unchanged price in 1958. No matter how much each car contributed to its builder's prestige, no Detroit auto could survive very long as such money losers.

The Mark II and Eldorado Brougham were radically different. The Mark II was understated and downright elegant, with little chrome and no fins, while the Eldorado Brougham was flashy and brash, although still well executed. Few were surprised to see that the Continental Mark II was so gorgeous, because it revived the famous line of glamorous Lincoln Continentals of the 1940s.



Among new features of the low, sleek Mark II was a chassis that dipped low between the wheels and allowed a low center of gravity for better handling and comfortable, chair-high seats without the need for a high roofline. The Mark II had the original, clean Continental's styling theme: long hood, short rear end--and a "continental" spare tire outline on the trunk lid. (The actual spare was inside the trunk.)

Even the Mark II's bumpers were elegant, and taillights were neatly inset. In fact, the Mark II styling was years ahead of its time. The Eldorado Brougham, with its heavy use of chrome, fins and even a brushed stainless-steel roof, was much more in tune with the 1950s. Its styling today screams "Fifties!"



The Mark II interior was simple and elegant, inspired by aircraft and locomotive designs. It contained top grain leathers, expensive fabrics and thick, luxurious carpeting. It was loaded with power accessories and other equipment. There were even dual heaters. The only option was air conditioning, which had ducting built into the headliner on the inside roof.

The Mark II looked trim and fast, but was no fireball despite its strong V-8, because it was large and weighed a hefty 4,800 pounds. It wasn't slow, but acceleration was average. This

was no car for kids. However, it could cruise silently and effortlessly all day at speeds well above the legal limit.

The Mark II vanished much too quickly. Its demise broke the heart of Bill Ford, who had planned a line of Continentals, including convertible and four-door models. He was said to have little interest in a Ford Motor vehicle for a long time after the Mark II was dropped. The Mark II was replaced by the Continental Mark III. It was a huge, Lincoln-based car that came as a sedan, coupe and convertible. It had elongated fenders, large chrome appliques, huge tail fins and canted quad headlights. It lacked the Mark II's custom-style assembly and cost about \$6,000.

Continental sales improved with the Mark III. But for 1959, "Continental" vanished as a separate marque, again becoming a Lincoln model. The Continental Division was absorbed by Lincoln-Mercury.

When the Mark II was discontinued, its luxurious executive offices were taken over by another new Ford Motor division, which Ford was sure would produce a winning new car.

That car was called the Edsel.



1956 Lincoln Continental Mark II



1956 Continental Mark II - 1956 Lincoln Continental Mark II
The Lincoln Continental Mark II is a classic car that has been a favorite of many people for many years.
It is a car that is both elegant and powerful, and it is a car that is sure to turn heads wherever it goes.



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Hot Dates for Mar-Apr-May

<u>March</u>	
3	Night Speed Drag Wars #6, Meremere Dragway, Waikato
4-5	Pukekohe Swap Meet, A&P Showgrounds, Pukekohe
5	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
5	Manukau R&C Hot Rods at the Beach, Tapapakanga Regional Park, Auckland
11-12	NZ IHRA Nationals, Meremere Dragway, Waikato
11-12	American Muscle Car Show, Te Pai Events Centre, Te Pai Place, Henderson
17	Night Speed Drag Wars #7, Meremere Dragway, Waikato
18-19	Coromandel Gold Rush & Gumdiggers Charity Cruise, Thames
19	ACCCA Kaiuau Hotel Fish & Chip run. Meet at BP Southern Motorway from 10am for 10.30 departure. Good value \$15 per head set menu.
19	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
19	Just a Cruise cruise, Pukekohe HRC rooms, Franklin Road, Pukekohe, from 9am
19	Hot Rod Show & Swap meet, Swanson RSA, 663 Swanson Road, 8am-12pm
22-26	Repcos Beach Hop, Whangamata
26	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm
30	Manukau R&C Burger Night, Repco, 230 Gt.Sth.Rd.Takanini from 6pm
<u>April</u>	
1	Nostalgia Drags, Meremere Dragway, Waikato
2	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
2	NZHRA Club Champs, Meremere Dragway, Waikato
6	Yank Tank Thursday, Botany Town Centre, from 5-9 pm
8	Comp. Meeting #5, Meremere Dragway, Meremere
9	ACCCA run to John Della-Mura's Car and Memorabilia collection at Kumeu, then to Paul & Jane Roper's place for BBQ lunch. Meet at Westgate Shopping Centre, Fred Taylor Drive outside movie theatres from 10am for 10.30am start
9	All Ford Day, Smales Farm, Taharoto Road entrance, Takapuna from 8.30am
9	East Bay Rods display, Silverdale Shopping Centre, Silverdale from 10am-2pm
16	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
22	Auckland Hobbies Fair, Freemans Bay Centre, 52 Hepburn Street, Ponsonby
22	Franklin Street Rodders show & swap meet, Mauku School, Pukekohe
23	Meremere Sponsors/Crew fun day, Meremere Dragway, Waikato
23	Manwell's mystery cruise, Waikaraka Park, Neilson Street, Onehunga from 9am
25	Renegade R&C Anzac car show, Bar Africa, 1 William Pickering Dr, from 12.30p
27	Manukau R&C Burger Night, Repco, 230 Gt.Sth.Rd.Takanini from 6pm
30	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm
30	Hamilton Swap Meet, Classic Museum, 11 Rainside Place, Frankton, from 7am
<u>May</u>	
1	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, from 7.30am
21	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, from 8.30-10.30am
25	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
28	ACCCA run to Luxxio Luxury Detailing & Car Care (win car care products and perhaps your car chosen for demo groom). Meet at Caffeine & Classics, Smales Farm from 10am for 10.45 depart. Short run after for lunch with venue TBA
28	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, from 10am-1pm

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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