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Cruisepaper



21st Anniversary/mid-Winter lunch classic lineup at Soljans

Sep~Oct~Nov. 2017

www.americanclassiccars.org.nz



President Rob's Report

Hi everyone. Earlier this year I spent an enlightening 90 minutes or so in the offices of Advance Publishing (Petrolhead/NZ Rodder) in Wiri, when Russell and I went to present our special 21st Anniversary Car Club Wine glasses to long-time ACCCA members Alistair Davidson and Shirley Haslam. Now, there is nothing flashy about these humble offices, just down to earth functional combined with highly organised chaos within! But I got to meet all the people responsible for producing and distributing two of this country's most iconic of monthly publications, and it was cool! Each and every one of them are staunch supporters of the classic car and hot rod hobby. And loyal supporters of the American Classic Car Club Auckland.

And I'll admit it was a real privilege for me, because here is a small and tight bunch of folk, all of whom are absolutely 100% car people and are passionate, as I am, about what they do and – more importantly - who they do it for.... us, you and me, and enthusiasts just like us, the length and breadth of NZ. And it highlights to me just what can be achieved with passion and vision and of course, damn hard work. Put a bunch of people together that share that same passion and dedication and its no longer a job or a chore, it's a pleasure (mostly ☺).

This Car Club of ours was formed 21 years ago, by three young guys – one of them being Alistair – that way back in 1996 shared that vision and passion. And over the years it has continued to prosper and flourish because of the passion and dedication of successive Presidents and committee members determined in their own way to keep up the great work of those before them.

I am genuinely honoured to have led this Club over the past three years and to see it through our 21st Anniversary. As our annual election of officers approaches again in October, I would like the opportunity to continue in this role for at least the next 12 months, assuming my efforts are worthy of continuation. I shall let the members decide, come voting time.

Of course, it's not just a one-man band and I have a small but very capable and dedicated team of people who work very well together and with me. I wish to take this opportunity to thank two of them in particular – Rodger & Kay Scorgie – whom sadly will not be seeking re-election onto the committee after October. And fair enough too, I have been a member of the Club now for just over ten years and Rodger & Kay have been on the committee for as long as I can remember and have contributed immensely over that time, behind the scenes at a myriad of Club events, particularly more recent Mid-Winter Christmas's, as well as hosting the vast majority of our committee meetings at their business premises in South Auckland. It has been a pleasure to work alongside you both, a huge thanks from me and I wish you well in your retirement from the committee. Don't be strangers at our events though!

Of course, this double-vacancy needs to be filled as we cannot continue to bring the level and quality of events we are now accustomed to, with fewer than six or seven people on the organising team. Please re-read the paragraphs above and if you think you have *the passion* for this hobby and this car club, are not afraid to get stuck in and make a positive difference and can spare a little of your time to put into the Club, you need to step up.

Contact myself or Russell and we will put your name forward, nominate you, and come election time, you too (or two??) could be part of a pretty awesome team. I'm serious. But the satisfaction you will get, I can assure you, is worth the small sacrifice of time and effort. Go on... you know you want to! The committee election will once again be held via the club website from October 1st, and you will be advised the voting instructions by email prior to this date.

Cheers, and thanks heaps for your continued support. Rob.



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Russell's Ramblings

Hi there folks, as can be seen below we are continuing to attract new members to our club, which is centered around the love affair we have with our American classic cars. This is in stark contrast to most other car clubs in NZ (and worldwide), who are finding it increasingly difficult to retain existing and attract new members.

Our membership as of this month is sitting at 88 members, and the common theme when chatting with newcomers is that they enjoy the no hassle, rule free outings the club provides. I recently had a discussion with a committee member from a traditional hot rod club in Auckland, and he is struggling to change the attitude of his club members. They are currently pre-'49 vehicles, and despite moves to allow 60's era cars into the membership, the rest are rigidly opposed to this move, as they feel it will dilute the purity of their club. As a result their numbers are declining, and the average age is rising. He was envious that we are attracting new, and in some instances a younger generation of members, to our club. And long may it continue!

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:-
Paul & Ruth Barr – 1965 Ford Fairlane, John & Pat Campbell – 1955 Plymouth Belvedere, Glyn & Tracey Rudgley – 1965 Chev Impala, George & Lyn Wilson – 1939 Pontiac Deluxe Six

Due in October are the 2018 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.

Ciao 4 now, regards Russell

Committee Members

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FUNNY FARM



UNDERSTANDING ENGINEERS – BECAUSE THEY'RE NOT LIKE YOU AND I !

Understanding Engineers #1 - Two engineering students were biking across a university campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want." The first engineer nodded approvingly and said, "Good choice. The clothes probably wouldn't have fit you anyway."

Understanding Engineers #2 - To the optimist, the glass is half-full. To the pessimist, the glass is half-empty. To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers #3 - A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!" The doctor chimed in, "I don't know, but I've never seen such inept golf!" The priest said, "Here comes the greens-keeper. Let's have a word with him." He said, "Hello George, What's wrong with that group ahead of us? They're rather slow, aren't they?" The greens-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime." The group fell silent for a moment. The priest said, "That's so sad. I think I will say a special prayer for them tonight." The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything she can do for them." The engineer said, "Why can't they play at night?"

Understanding Engineers #4 - What is the difference between mechanical engineers and civil engineers? Mechanical engineers build weapons. Civil engineers build targets.

Understanding Engineers #5 - The graduate with a science degree asks, "Why does it work?" The graduate with an engineering degree asks, "How does it work?" The graduate with an accounting degree asks, "How much will it cost?" The graduate with an arts degree asks, "Do you want fries with that?"

Understanding Engineers #6 - Three engineering students were gathered together discussing who must have designed the human body. One said, "It was a mechanical engineer. Just look at all the joints." Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections." The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

Understanding Engineers #7 - Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet.

Understanding Engineers #8 - An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog, and put it in his pocket. The frog spoke up again and said, "If you kiss me, I'll turn back into a beautiful princess and stay with you for one week." The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do anything you want." Again, the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?" The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog - now that's cool."

Two wannabe engineers - Two engineers were standing at the base of a flagpole, looking at its top. A woman walked by and asked what they were doing. "We're supposed to find the height of this flagpole but we don't have a ladder." The woman took a wrench from her purse, loosened a couple of bolts, and laid the pole down on the ground. Then she took a tape measure from her pocketbook, took a measurement, announced, "Twenty-one feet, six inches," and walked away. One engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!" Both engineers have since quit their engineering jobs and are currently Parliamentarians.



INTRODUCING.....



Tom and Karen Taylor, who joined the club in February 2016. In October 2015 they purchased their totally original American Classic, a 1956 Chrysler Windsor. Knowing that the engine had a small oil leak from the rear of the engine, it was always Tom's intention to rebuild the engine.

At the time of the rebuild, the car had only done 60,000miles. He sourced all the required parts for the Poly 331 V8 engine from the USA, which included pistons, bearings, timing kit, hydraulic lifters and valve springs, and a full gasket set.

As Tom has his own engine shop he went to great lengths to blueprint the engine and balance the rotating assembly, in order for the engine to be built at the highest specification.

The cylinders were re-bored to +020, the block was decked, the crankshaft only needed polishing and the camshaft was like new.

The valves and seats were machined and the cylinder heads and manifolds planed. The heads were assembled with new valve stem seals & springs, and the engine assembled with a modified rear main seal. Brass frost plugs were also fitted to the block. While the engine & transmission were out, Tom also had the transmission rebuilt with new plates & seals.

In Tom's words " I now have a drip free engine & transmission, and can look forward to many more worry free motoring miles in our Pride & Joy".



ACCCA 21st Anniversary/Mid-Winter Christmas Sunday June 25th 2017

Much organisation went into our big 21st Anniversary/Mid-Winter Christmas function on Sunday 25th June 2017, with everyone on the committee playing some sort of role, or having some input into the event, both prior to and during the event. It was a huge effort that paid off handsomely on the day.



In the end, we had 93 people attend, from 95 confirmed, a simply unreal turnout and surely one of the biggest, if not the biggest, in the Club's 21 years history? That level of support from our members is what keeps us doing what we do, and a huge thank you to you all.

The car park at Soljans Estate Winery started to fill up with Classics from about 11.30am on the day, and by mid-day there were over 30 of our finest all parked up out front in full view of the public from SH16. With our swooper flag flying in the not inconsiderable breeze, it was quite the spectacle. So much so as it happens, that we even got a new member from it as a result! Superb. Welcome aboard Paul & Ruth Barr, we look forward to meeting you guys at a future run!

On their way indoors, everyone received a little special anniversary present, a wonderfully detailed and enameled 1996-2017 Anniversary key ring as they were greeted by members of the committee. Once seated at their tables, the festivities started in earnest after a little welcome spiel by me, then one by one the tables were called for the main course Christmas themed buffet. And it was divine.

After lunch, it was time to introduce our special guest for the day, Bill Hohepa, who entertained and amused us all for the next 40 minutes, with "tails" from his fishing shows of the past and also his more recent and current endeavors, the fantastic local series called 'Low Gear' on Channel 83, Face TV. A wonderfully natural speaker, completely in his element, we could have listened and laughed with Bill for hours, but there were awards to hand out!

As well as the cool key rings, Russell Wilson had also organised some specially etched ACCCA 21st Anniversary Wine Glass sets, which were awarded to all members present that had been with the Car Club continuously for ten or more years. We have 27 members that fit that criteria and 18 of them were present on the Sunday. There would have been 19, but health issues got in the way for poor Tony & Diane Cobb, on the morning of the event. Thankfully, after 5 hours at Waitakere Hospital, Diane was deemed well enough to return home. I reckon she just got herself too excited in anticipation.... 😊

After more hilarity and prize draws – such as the award for longest serving member present on the day, which went to Bruce Miller who joined the Club in March 1999! His prize was generously donated by Petrolhead Magazine. Desserts beckoned and everyone tucked into their sweets, then organized themselves into teams for the final component of the day, the Trivia Quiz! Whilst I tried not to make it too difficult, the classic car letter scramble proved quite tricky, as it happens, even our guest speaker Bill struggled..... quite the surprise considering it was his car! The quiz was eventually won by the 'Rusty Nuts', with each team member receiving a gift voucher for their efforts.



All up, just a fantastic day and what a way to reflect on the 21 years the Club has been going. It has taken many dedicated people over those years, multiple changes in hierarchy and members, and yet here we are 21 years later from the humble beginnings as a result of an ad placed in a local paper, still going strong...arguably stronger than ever. So pat yourselves on the back folks, we couldn't have done it without you and it was a huge honour for me to host this event.

Cheers!

Rob Milligan

2 Sheds in One Day! ~ 23 June 2017

Whenever John Bercich organises a club outing it inevitably turns out to be a great day that somehow manages to carry its own assurance of classic car-friendly weather, and this time proved to be no exception for most.

Despite an unintended clash in dates with the CRC Speedshow also on that weekend, we still had a very good turnout for the middle of winter, with 23 classics and 4 daily's meeting at Wero Whitewater Park for a brief cruise to view a private car collection at the old Ti Papa Equestrian Centre in Whitford, said to be the largest indoor arena in NZ. What was described as a big collection of cars in a large shed, the term "shed" turned to be somewhat inadequate to describe how a large eclectic collection of cars could look so sparse in such a huge building.

At first glance inside what must be the ultimate car shed - hanger would be a better description - it looked like there were only a few cars inside, but once you walked in the first 20 or so metres it soon became apparent that this building is truly humungous when you are inside it, and that there were in fact dozens of cars inside that were just so spread out it made the building look half empty! It was difficult to take it all in with such a big collection of various mid to late model German cars, a large variety of USA steel of various ages and states of restoration ranging from project-start to completely restored. A couple of classic Aussie Chargers, Steve Keys old 64 Ford Thunderbolt 427 drag car, and a few Jags including two E type restorations in progress, and an immaculate NZ army truck that Alan Huljich would surely have coveted.

Many thanks to Grahame for the kind opportunity to view his impressive collection; shed-envy is surely the word! After nearly 2 hours of admiring the large variety of different cars we embarked on a leisurely cruise back out to the Formosa Country Club where John had organised a very nice \$20 buffet lunch for us that was a great value hot winter meal, a big improvement on our previous visit there!

And just when you thought the day couldn't get any better, how's this for a complete out of the blue pièce de résistance that is bound to arouse envy in those who were unable to make it on Sunday; whilst we were eating lunch, a once in a lifetime opportunity was offered to us by Alan Drinkrow who was at Formosa and saw all our cars there and approached us to come and visit his hitherto inaccessible private car collection at Pine Harbour that day. Well, you could have bowled us over when Rob told us about this (he still looked quite stunned himself) and it took only a few milliseconds of deliberation to unanimously decide to convoy down to Pine Harbour straight after lunch. Some of you will recognise this showroom as the glass-fronted showroom on the corner of the marina-entrance intersection at Pine Harbour that one could only previously leave greasy handprints and drool marks on the windows whilst ogling the cars on display inside.

And what a spectacular collection it is, with a small number of very rare and immaculately presented classic cars from various countries, a number of historical racing cars including Jack Brabham's Cooper Climax that Bruce McLaren won his first Grand Prix at Sebring in 1959, to a collection of rare racing motorcycles and Ivan Mauger's speedway bikes. I'm sure I speak for all those members who were fortunate enough to be invited to view Alan's collection will join with me in expressing our sincere thanks for his very gracious invite to us to come down, very much appreciated thanks Alan. We didn't even mind getting wet coming back up the motorway on the way home!

The run prize of \$20 for the person who attends in their classic car, goes to Stefan Roberts in his 1965 Lincoln Continental.



Roy Sharman Shed Raid – 20 August 2017

After thunder and lightning the previous afternoon, all fingers were crossed for a fine Sunday for the run out to Waiuku to see Roy Sharman's wondrous collections of yesteryear, but alas it was not to be.

However, showery weather definitely didn't stop 24 club cars (including a couple of daily drivers) and 50 plus people from enjoying the day.

Roy's collection is a sight to behold, ranging from two giant traction engines, a dozen or more vintage, veteran, and classic cars, telephones, number plates, and a heap of interesting stuff from a bygone era. It was difficult to take it all in, as there were so many items to see, and the amazing thing about it all was that Roy had a story about everything; the history, who owned it, what they did, and what previous owners had changed or altered. At the end of the two hour visit when Roy was thanked for allowing us to visit, he made the comment that his passion was researching the history of all his collection, and that is what keeps him so enthusiastic.

Among his collection were a number of real gems, but the one that stands out is a 1901 Oldsmobile, which is the oldest surviving example in the world, and the 45th ever made. It is powered by a one cylinder engine, which in the process of bringing it back to life has had a lot of parts hand made for it. It was started up for us, with only a couple of hand cranks to get it going, and it chugged away quite quietly considering it's rudimentary engineering.

After this mind-blowing visit it was away to the Kentish Hotel in Waiuku for a buffet lunch, which at \$16 per head was amazing value. Most seemed to enjoy the lunch along with a cold one, and a good natter, before heading off to fight the Southern Motorway usual Sunday afternoon traffic snarls on the way home.

The run prize of the day of a \$20 Z Energy gift card for the member who turns up in their classic, goes to Steve & Sue Tregoweth in their 1966 Chevy Caprice.



Ever wonder which was America's very first car race?

Like so many things in America, the automobile can trace its roots back to Europe. In the mid 1880's, two men working quite independently of each other, Carl Benz and Gottlieb Daimler, fitted four-stroke internal combustion engines onto wheeled conveyances. The horseless carriage was born and along with it, a new industry stirred to life.

While Benz and Daimler were among the first, they weren't alone in their tinkering. All across America, men with names like Ransom E. Olds, Henry Ford, Charles and Frank Duryea, Alexander Winton, Elwood Haynes and David Buick, all dreamed of putting their names on cars. Some would become immortal – Henry Ford is credited with putting America on wheels. Buick is the oldest car manufacturer still in production today. Collectors and historians would remember others like Winton, who produced fabulous automobiles in his time. And the rest, like Haynes, would become postscripts in local archives.

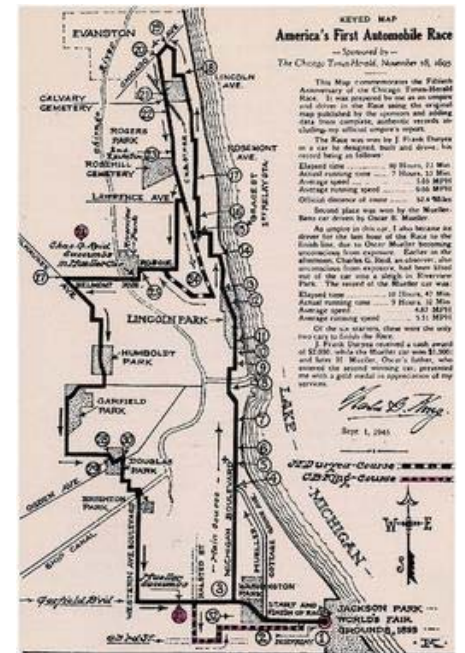
The early attempts at auto making in America can be described as chaotic at best. Unlike today's industry that employs hundreds of thousands and calls Detroit its home, American auto making started out as a cottage trade scattered across the land. Every town that had a blacksmith, a carriage maker or any sort of industry that used a gas or steam engine most likely could boast one or two enterprising fellows seeking to perfect the automobile. In Automobile News's "100 Events That Made the Industry", they quote from Hiram Maxim's memoirs; *"As I look back, I am amazed that so many of us began to work so nearly at the same time, and without the slightest notion that others were working on the same problem. It has always been my belief that we all began work on a gasoline-propelled road vehicle at about the same time because it had become apparent that civilisation was ready for it."*

Hiram Maxim was an engineer who worked on his own car in Lynn Massachusetts, and is more notably credited with inventing the machine gun. Civilization may have been ready, but convincing investors to commit the necessary capital to develop the automobile business was altogether another matter. More than once, racing would prove pivotal in moving the industry along.

In 1895, the Chicago Times-Herald, inspired by a race sponsored by Le Petit Journal from Paris to Rouen a year earlier, proposed a November race from Chicago to Waukegan Illinois, a distance of about 90 Miles. First prize would be US\$5,000 (just over US\$150,000 today). While the initial entry list was long, only two cars showed up at the starting line on November 2nd, a Benz and a Duryea (pronounced duria) entered by brothers Charles and Frank Duryea. Because of the lack of entrants, the race was rescheduled for Thanksgiving Day on November 28. However the paper still offered a \$500 prize for the first vehicle to drive to Waukegan and back that day. The Benz won after Frank Duryea swerved to avoid hitting a carriage and landed in a ditch.



J. Frank Duryea, left, and race umpire Arthur W. White, right, in the 1895 Duryea during the Chicago Times-Herald race, the first automobile race in the U.S.

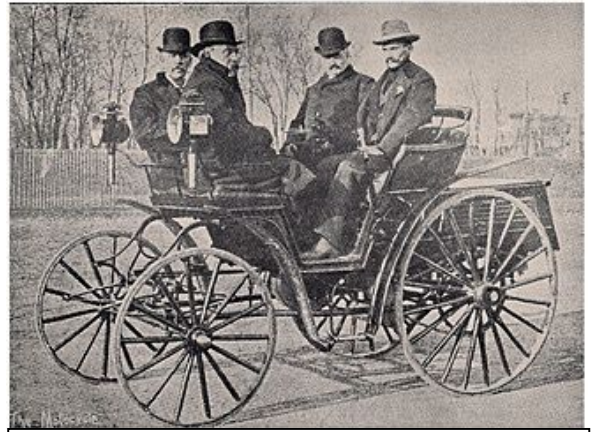


And so, on 28 November 1895 only six cars of the 100 or so entrants showed up at the snowy start/finish line, three Benz's, two electric cars, and the Duryea.

Because of the weather the course was shortened to a 54-Mile round trip between Chicago and Evanston Illinois. Two of the Benz's and both electric vehicles fell by the wayside, with Frank Duryea winning the race an hour and a half ahead of the remaining Benz, with an average speed of just over 6 MPH!

This race and other demonstrations of the automobile's potential had a huge impact on investment. By 1898, just 3 years later, it's estimated that more than 200 automobile companies had been organised with total capitalization of half a billion dollars (over \$15 Billion today).

And in 1900, the nations first automobile show, the New York Auto Show, hosted 40 manufacturers representing over 300 models and drew a crowd of 48,000.



Mueller-Benz car - 2nd place finisher

The All Steel Body: The 1930's Development of the Turret Top

A new era in body engineering was introduced in the early 1930's. From the ascendancy of closed-bodied cars in the early 1920's, car makers sought all steel roofs. The initial attempts with boxy car bodies utilizing steel tops of that period failed due to air turbulence drumming of the top panel. The drumming phenomenon is similar to what you can still experience by lowering a side window an inch or two while driving. As long as flat car tops remained, the solution was to clothe them in canvas or coated-fabric roof covers.

As styling dictated more rounded body contours going into the 1930's, the fabric panel on the roof panel receded to the flattest centre portion (although full fabric roof-covers would be fitted for decorative effect on higher style cars). These were a big maintenance problem, with residual moisture attacking both fabric and perimeter steel, and even rated mention by Alfred Sloan in Chapter 15 (Styling) of his 1964 book, "My years with General Motors."



Stamped steel turret tops for different body styles in a Chevrolet body stamping plant.

In 1932 the Inland Steel Company opened America's first continuous sheet mill capable of making wide sheet steel. Concurrently Inland and other steel producers introduced steel formulations that allowed deep-draw car body stampings. These two advancements enabled car makers to make full steel roofs with enough crown to avoid drumming, and in keeping with the styling of that decade.



Stamped all steel turret tops on an assembly line in a Chevrolet body plant.

All-steel sedan and coupe roofs first appeared on 1933 Oldsmobiles as the Fisher Body "Turret Top" and on Willys Overland "Silver Streak" and "Streamline" models. In the course of the next three years, all of the major car makers followed suit, this Cadillac being typical after the transition ended.

Article courtesy of The Old Motor, written by Eric Haartz. The Chevrolet body plant photos are courtesy of the General Motors Archive.

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Hot Dates for Sep-Oct-Nov

<u>September</u>	
3	ACCCA Display at MOTAT "Wild Wheels" Father's Day car show, Western Springs. Meet at Western Springs College car park, 100 Motions Road, from 9am to depart no later than 9.20. MOTAT safety rules say all cars must stay until 4pm, but we parked by gate, so may be altered. Free entry for driver and passenger
3	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, 7.30-9.30am
3	NZ Petrolhead Father's Day Drags, Meremere Dragway, Waikato
10	Henry Ford Memorial Day display/swap meet, Claudelands Events Cntr from 8am
15-17	Paoroa Vintage & Classic Car weekend
17	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, 8.30-10.30am
24	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
28	Manukau R&C Burger Night, Repco, 230 Gt.Sth.Rd.Takanini from 6pm
<u>October</u>	
1	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, 7.30-9.30am
5	Yank Tank Thursday, Botany Town Centre, 5-9 pm
7	ACCCA run to Aroha Cruise In, Te Aroha. Meet at BP Papakura Service Centre, Southern Motorway from 7am to depart at 7.30.
8	Papakura R&C swap meet & display, Ardmore Airfield, South Auckland
14-15	Hot Rod & Horsepower show, Indian Hall, Ward Street, Pukekohe from 9am
15	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, 8.30-10.30am
26	Manukau R&C Burger Night, Repco, 230 Gt.Sth.Rd.Takanini from 6pm
28	Test and tune, Meremere Dragway, Waikato
29	ACCCA Mystery Run. Meet at The Trusts Arena car park, 65-67 Central Park Drive, Henderson at 10.15am, and bring a pen, paper, and plastic bag.
29	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
29	Comp. 1, Meremere Dragway, Waikato
<u>November</u>	
3	Night Speed Drag Wars #1, Meremere Dragway, Waikato
5	NZ Petrolhead breakfast at Bellagio, Plunket Avenue, Manukau, 7.30-9.30am
18	Test & tune, Meremere Dragway, Waikato
18-19	ACCCA weekend away to BOP Mustang Club All USA Day in Mt.Maunganui. Meet BP Papakura, Southern Motorway from 9.30am to depart at 10. Club stays Baywatch Motor Inn (0800229928 bookings essential @ concession rate of \$159 per night) with good offstreet parking, and close stroll to Sat.night dinner venue
19	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate, 8.30-10.30am
19	IHRA NZ National Series #2, Meremere Dragway, Waikato
19	Shine n D'ville, Hellensville Museum, 98 Mill Road, Hellensville from 9.30am
24	Night Speed Drag Wars #2, Meremere Dragway, Waikato
26	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
26	Stragglers Charity Car Show, Lake Karapiro, Cambridge, 9am-2pm
30	Manukau R&C Burger Night at Carls Jnr, 230 Gt.Sth.Rd.Takanini from 6pm
<u>December</u>	
3	ACCCA Xmas Party, Wenderholm Regional Park, Wairewa. Meet at BP Northern Motorway, Silverdale from 10am to depart at 10.30. Bring a desert to share and a chair, and the club will provide the rest

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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