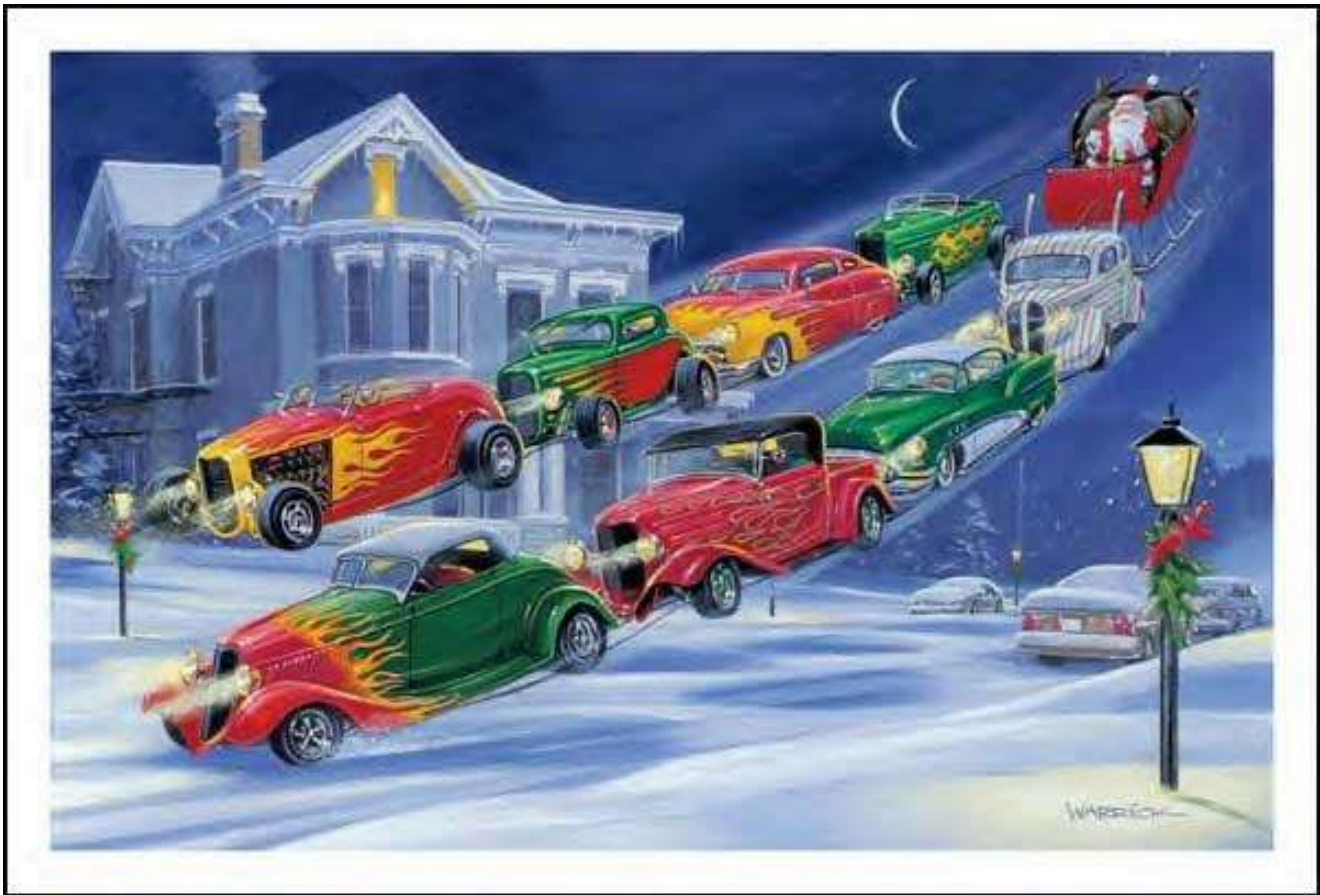




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*Merry Christmas & Happy New Year to all
club members and their families*

Dec. 2018~Jan~Feb.2019
www.americanclassiccars.org.nz



President Rob's Report

Compliments of the Season to all ACCCA Members.

Wow! Another year is all but over, man alive, they seem to be accelerating at almost the same rate as Auckland fuel prices or urban sub-divisions, don't they! Well, so be it, I guess.

It's that time of the year, as I pen my last Presidents report for 2018 that I like to reflect on the past 11 months. And I can sum this year up reasonably easily... WET!

At least, that's how it has certainly felt to me, when our club runs have rolled around. That's an exaggeration of course, we have had some pretty decent days amongst it, Kumeu this year for instance was just as hot and sunny as we come expect. But even as recently as the last weekend of November and our Club run – and another club's show – was afflicted with the wet stuff. Global Warming??

Meh, I don't buy into that... but Climate Change? Well that's something else again and whether we want to all bury our heads in the sand or not, it's very real and it's been a natural occurrence on earth since the beginning of time. Something sure as heck thawed out the Ice age and I'm pretty sure it wasn't the humble automobile, that reluctant and oft-maligned fall guy for everything to do with climate change in recent years!

So will I ever convert my wagon to full electric.... feck, I haven't been able to sort the electric tailgate glass out in 12 years of ownership, so jamming that baby full of lithium or whatever the heck they are using for batteries today, would just be a recipe for total bewilderment, lol! So that's a NO then... not now, not in my lifetime and hopefully not ever!

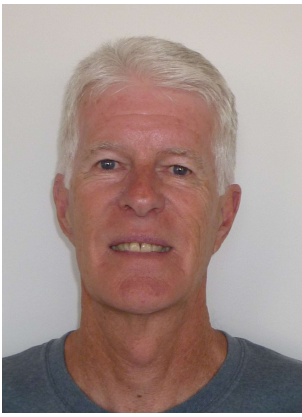
Anyway, I got sidetracked there a bit... may the only thing electric under your Christmas tree this year be a shaver or at the very most, a lawn mower. Enjoy your wonderful American classics whilst we still can folks... and thank you all for your continued support of the ACCCA. It genuinely means a lot to me on a personal level, seriously, so thanks. Have a wonderful Christmas, a safe and very Happy New Year from me and all of the current and outgoing committee.

See you bright as a button in 2019... hopefully without so much of the umbrellas!

Rob.



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Russell's Ramblings

Hi there folks, for the last few months I seem to have been living in my garage, spending all my time putting the Pontiac back together after the panel and paint work. I initially spent about three months trying to bring all the stainless mouldings back to life, some 52 pieces in all, taking out the dings, sanding, and then polishing. They are nowhere near perfect, but are certainly better than they were.

Fitting everything back together has been both rewarding and frustrating. To see all the shiny bits going back on the car is very satisfying, but it's not as easy as it sounds, as I'm sure some of you have found out. Although everything was labeled, with all the fittings bagged up, when you come to assemble it many months later, brain fade seems to take over regarding what goes where and in what sequence.

It also goes against the grain to reuse rusty old nuts, screws and bolts, so finding these can present it's own challenge. Not everything can be sourced, so the existing ones had to be used in some cases, but derusted and cleaned. New fittings are great when it comes to installing, as the threads are nice and clean, greatly assisting the assembly.

I have huge admiration for those who do this for a living, or those who have completed the process a number of times on their own cars, as their patience and commitment must be extraordinary. Now that the end is in sight, I can't wait for it to be finished, and can't see me ever doing it again. I just want my life back!

Merry Christmas and a Happy New Year to you all!

Ciao4now, regards Russell

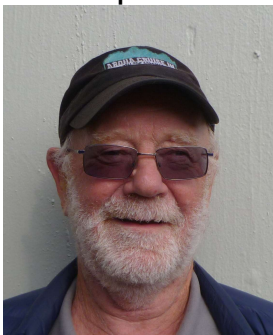


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Peter



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JUST JOKING



And just for a change, some male blonde jokes

A blonde salesman and his wife are lying in bed listening to the next door neighbour's dog. It had been in the backyard barking for hours and hours. The salesman jumps up out of bed and says, "I've had enough of this", and goes downstairs.

He finally comes back up to bed and his wife says, "The dog is still barking, what have you been doing?"

The salesman says, "I put the dog in our backyard...let's see how THEY like it!"

~~~~~  
Two Blonde Builders With Hammers...Jack and Josh were doing some building work on a house renovation. Jack was nailing down weatherboards, and would reach into his nail pouch, pull out a nail and either toss it over his shoulder or nail it in.

Josh, figuring this was worth looking into, asked, 'Why are you throwing those nails away?'

Jack explained, 'When I pull a nail out of my pouch, about half of them have the head on the wrong end and I throw them away.'

Josh got really upset and yelled, 'You moron! Those nails aren't defective! They're for the other side of the house!'

~~~~~  
Did you hear about the two blonde blokes who froze to death in a drive-in movie? They had gone to see 'Closed for the Winter.'

~~~~~  
A blonde football player was driving home after a game and got caught in a really bad hailstorm. His car was covered with dents, so the next day took it to a panel shop. The shop owner saw that he was a blonde, so he decided to have some fun... He told him to go home and blow into the tail pipe really hard, and all the dents would pop out.

So, the blonde went home, got down on his hands and knees and started blowing into the tailpipe. Nothing happened. So he blew a little harder and still, nothing happened. His blonde flatmate (they stick together, you see) saw him and asked, 'What are you doing?'

The football player told the flatmate how the repairman had instructed him to blow into the tail pipe in order to get all the dents to pop out.

The flatmate rolled his eyes and said, 'Uh, like get real! You need to roll up the windows first.'

~~~~~  
These are just too cute not to pass on!!!!

A blonde advertising executive was shopping at Target and came across a shiny silver thermos. He was quite fascinated by it, so picked it up and took it to the clerk to ask what it was. The clerk said, 'Why, that's a Thermos..... It keeps hot things hot, and cold things cold.'

'Wow, said the executive, 'that's amazing.....I'm going to buy it!' So he bought the thermos and took it to work the next day. His secretary saw it on the desk, and asked 'What's that,?'

'Why, that's a thermos.... It keeps hot things hot and cold things cold,' he replied. The secretary inquired, 'What do you have in it?' He replied with a smug look on his face... 'Two ice blocks and some coffee.'



Paeroa Maritime Museum – 16 September 2018

First off I would like to say thank you to all those who turned up at the meeting point at BP Papakura on the Southern Motorway. We got under way shortly after 10.00 AM, as we waited for some late starters, so they could join us in convoy instead of racing to catchup. As it so happened I kept the speed way under 100kph, in fact averaging around 90 as this was the limit via Maramarua. It was a non stop trip under cloudy conditions, with no rain, in fact it was dry all day.



Upon arrival we soon had the first boat load of cruisers settled on board, ready to cast off. Well at that point, and with my 60 years of sailing under my belt I thought we were a goner, as one of the mooring lines wrapped itself around the starboard paddle wheel, and with a great deal of interest from club members who had some difficulty working out the solution, as it was not a nuts and bolts fix. With a bit of anti clockwise and then forward, the line was freed, much to the relief of all aboard. The first boat ride was very enjoyable, and Colin was very informative about the history of the area, as well as the past history of the paddle boat.

The others who were awaiting the second trip, meanwhile had the pleasure of visiting the wonderful maritime museum, which was even better than our previous visit as there were much better labels on the exhibits, which made it more interesting. After an hour or so, paddleboat trip group two was eager to proceed, and once again everybody seemed to enjoy their cruise on the water. To top it all off the entry price for the day turned out to be \$30 each, and not \$35 as advertised, so a bonus for all.

After a good chat and exchanging yarns from the old days, the return trip home was soon under way. It was good to see Trevor and Jude come for the drive from Tauranga with grand children, who didnt catch any fish but had a great time, as we all did. The return trip used a lot more fuel as it was at a faster pace, and I think others would also have noticed movement in their fuel gauges. What the heck we all love it and enjoy the company.

Once again the Paeroa Maritime Museum Christmas light show will be on from Dec. 10-24th this year, and we will more than likely find time to go once again, as it is fantastic if any one is interested. Bigger and better is the advice we had from the organizers, as it's the biggest light show in the country, with people coming from all over.

John Bercich



Te Aroha Cruise In - Saturday 6th October.

It sure was a very early morning wake up to be at BP Papakura for 7am, but we ended up with 8 cars assembling for the cruise down to Te Aroha. Dave and Neil Roper in their Cougar and 34 Coupe, Kerry Bramely and passengers in his Thunderbird, Gloria Goddard and Paul Crump in his Mustang, and I was in my Olds and Peter jnr driving the C10.

The surprise of the morning was long standing club member Ron Stolker, in his rare Dodge Polara convertible, which is definitely worth a glance over, and Carl Phillips was in his Holden HQ Traffic Patrol car complete with flashing light and siren.



We all toured down State Highway 1 to Ohinewai and took the road through Tahuna to Boyd Park in Te Aroha, and met up with Judith and Trevor Righton in their Chev pickup. It was only a short drive around the corner to join the cue to get into the display in the main street. Unfortunately, after parting with our entrance fee (for a good cause) Trevor, Carl, Peter jnr and I were directed one way and the rest of the club cars told to go the other way. So our plan to group park went out the window! We had arrived in Te Aroha around 9:15am and the streets were already 2/3rds full, but Catherine and Dave Parker were already there in their Dodge Station Wagon.

We put our banners up and did what you do at car shows, and with well over 500 vehicles turning out on a warm sunny spring day, there sure was a lot to see. New this year were stalls selling vintage and rockabilly clothing, hats, food, ice creams and drinks. Much needed in the warm weather.

There were five car and caravan combos to see, along with a line up of early to current Corvettes, and so many Classics, not only American but British, European, along the odd Japanese. Of interest was a late 90's Toyota Classic built in the 1940s fashion, with all late model Toyota factory running gear. There were also quite a number of late model American vehicles on show, along with stock cars, vintage speedway, and a number of ratrods, which fitted in well with the sculptures on the sidewalks of Te Aroha.

A young woman on stilts would have been the ambassador of the day, obliging with photos, high fives and just making the children's day. Around mid-afternoon it was time to pack up and head for home, fuelling up in Natea to beat the dreaded Auckland fuel tax. A big thanks to all those who chose the Club outing over watching Bathurst, and to Phil Officer for plotting the tour route.

It's an event well worth the effort to attend if you have never been before.

Peter Lee



Piha Bowls club run – 11 November 2018

Ten lovely classics and one daily driver assembled at the Falls car park in Henderson for the run to the Piha Bowling Club for a few friendly overs, which was organised by ACCCA member Greg Beech. After a bit of a natter amongst the 21 assembled members and a search for that caffeine fix by more than a few, Rob gave everyone a route map and explained a couple of the road hazards that we should be on the lookout for.



Sunday morning traffic around Henderson seemed to be horrendous, but most drivers let the classics out of the car park, and Rob's directions soon got us out of the town. After a bit of a tiki tour through the back streets of Westieland, we were soon on the beautifully picturesque Scenic Drive heading toward Piha.



The day had dawned a bit cloudy and overcast, but as we got closer we got to Piha, the more the drizzle came down. It seemed like we had entered a different country, but it sure was a beautiful place. After parking up in front of the club, most headed into the bowling clubrooms and seemed content to natter until the weather cleared up. The members of the PBC did a superb job catering for us, with finger food to start, followed by a great BBQ complete with three different salads, and topped off with chocolate eclairs for desert. Nobody went hungry, that's for sure.

The misty rain cleared just after midday, and a large number of us headed out to the green for a few overs. What a hoot in the first few games, with bowling balls taking off at all angles, but after a few turns most people got their eye in, and things got a bit serious. There were one or two of us who seemed to think the game was 10 pin bowling, as evidenced by the number of balls in the ditch at the end of the green.

It's fair to say that just about everyone who had a go really enjoyed themselves, with most saying they would like to have another go sometime, so perhaps the club can put this in the future event calendar. Hmm, what if we had a bowls trophy, and really made it something to play for! This was a really great day out, combined with a load of fun, which sure toggled the competitive switch in a few members.

A huge thanks once again to Greg Beech for organising the day.

Ciao4now, Russell



Kaipara Classic Car Club's Shine n D'Ville run Sunday November 25th, 2018

Well..., there was not a whole lot of shining going on when I awoke on Sunday morning, the weather overnight had been rubbish and that theme appeared to be continuing, albeit moderating slowly as the hours passed.

So under those conditions, I was not anticipating a huge club turnout surprised there was any at all, if I'm honest! Once again, as I trolled the internet for evidence that the organising club may have opted to pull the pin before Phil Officer arrived to pick me up, but no, by the time we headed out to Kumeu to get my Pontiac, it appeared as though it was a case of optimism over evidence!

Arriving at the Westgate meeting point early – for once – Phil and I indulged in a Starbucks whilst we waited for members – any members – to join us. And remarkably, it was not long before firstly, Rosalie in her daily, then Gloria and father and son Crumpe wafted into the car park in their respective Fairlane Compact and six-cylinder Mustang (who's laughing at the pumps now, aye Jeff...lol!). Along next, the duet of Phil and Gary in the (water-tight) Lincoln Town Car and not long after the other duet of Ian & Kevin ambled in, wisely opting to bring their daily driver Holden and not the '52 Chevy. And... despite probably being closer to the meeting point than anyone of us... Alan Huljich was last to arrive, but at least he was in the Impala!

Much coffee was consumed whilst we chatted away waiting longingly for the rain to abate, then it was almost time to depart to Helensville, via the same route I took everyone last year. Somehow, during all the jolly banter, I'd missed a call from Dave Roper... so I rang him back as I headed to the car to get the route instructions.... he'd rang to tell me the Shine N D'Ville event had been cancelled, 20 minutes earlier, owing to the prevailing weather. Shite.... I had to break the bad news to the troops...

Ironically... the weather actually improved markedly from that point of the morning. Most of us opted instead to cruise out to Carraiges Café at Huapai together for a hearty breakfast, more coffee and much merriment... poor Rosalie well out-numbered being the only gal! She ate like one of the fella's though; that bacon and eggs never touched the sides, aye Rose, ... wink wink!

I felt for the organisers of the show, it's very disheartening to have to cancel your event owing to things completely outside your control. Better luck next year. As for us... we made the most of an unfortunate situation and had a thoroughly enjoyable morning in doing so!

Rob.



The Packardbakers

Reviled by Packard purists, ignored by the collector car world, the final Studebaker-based Packards of 1957-58 have earned the unfortunate name "Packardbaker." Here's their short, sad, and interesting story.

There very nearly was no Packard for 1957.

On June 25, 1956, the last of the Detroit-built Packards rolled off the assembly line on Conner Avenue. On the following day, company president James Nance resigned, unable to persuade the bankers to advance any more funding for new products and tooling. On August 20, with all the other possibilities exhausted and time running out, the Studebaker-Packard board elected to throw together a skeleton lineup of '57 Packard models. These cars would be closely based on existing Studebaker products and built in the Studebaker plant in South Bend, Indiana.



This last-ditch, last-minute effort was attempted mainly to satisfy the few remaining dealer commitments, keep the Packard name alive in the marketplace, and buy time for a reorganization that, as things turned out, never arrived. The Studebaker-based Packard lineup—soon to earn the name "Spackard" or more commonly, "Packardbaker"—made its debut on January 31, 1957.



There was but one model line for 1957 and it was designated the Packard Clipper, a tacit admission that these were not true senior Packards. Only two body styles were offered: the four-door Town Sedan (lead photo at top) and the Country Sedan, a four-door wagon. The four-door was a mildly facelifted Studebaker President, of course, while the wagon, based on the Studebaker Broadmoor, gave Packard its first wagon model since 1950. Just one engine was available and it was Studebaker's most powerful, the 289 CID V8 with McCulloch supercharger usually found in the Golden Hawk, and it was good for 275 hp.

With barely 90 days to work with and virtually no budget, the styling team, led by Richard A. Teague, tacked on classic Packard design cues wherever they could. Among other imaginative tricks, somehow they managed to graft the fabulous '56 Packard tail lamp assemblies to the aging Studebaker sheet metal. But if you look a little more closely, the wagon's 1953-vintage greenhouse is all too evident.

Priced near \$3,000 and carrying more standard trimmings, the Packards sold for around \$400 more than comparable Studebaker models. Sales amounted to only 3,940 Town Sedans (Model 57L-Y8) and 869 Country Sedans (57L-P8). But given the shortened '57 model year and the rapidly vanishing Packard dealer network, maybe it's a wonder they sold as many as they did.



For 1958, the Clipper label was dropped and two more body styles were added to the line, a two-door hardtop based on the new-for-'58 Studebaker Starlight roof, and the Packard Hawk, a variation on the Studebaker Hawk theme (below). The previous sedan and wagon models continued largely unchanged except for the addition of awkward fender extensions to house quad headlamps, the hot Motor City styling trend of 1958. The normally-aspirated version of the 289 CID V8 was now standard on all models except the Hawk, which retained the McCulloch VS-57S blower setup.

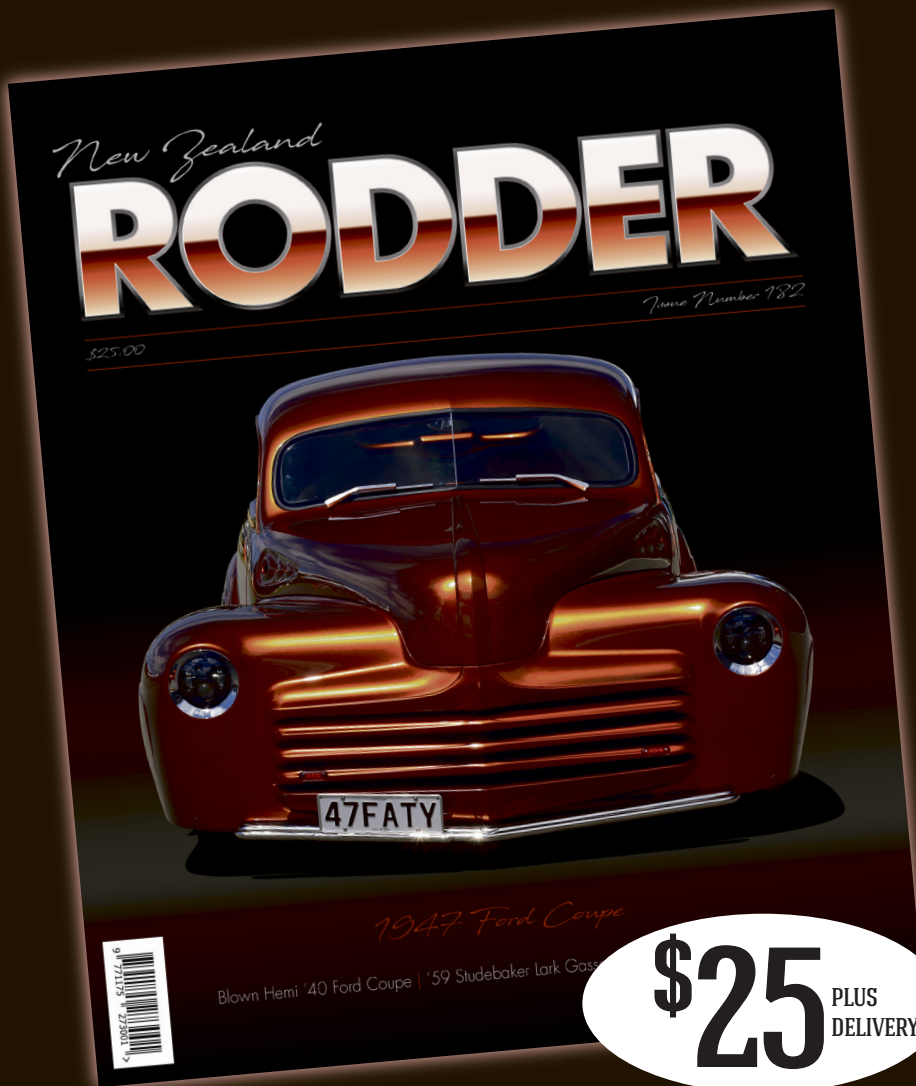


The Packard Hawk (58L-K9) is known in some parts as the "Hurley Hawk" after Roy T. Hurley, Studebaker-Packard chairman and CEO at Curtiss-Wright Corporation, which effectively controlled S-P at the time. Hurley admired a Ferrari he saw on a visit to Europe and asked Duncan McRae, S-P design chief, to work some Italian styling flourishes into a Packard-badged Hawk design. As the story goes, McRae assumed the request was for a one-off special and was as surprised as anyone when it turned up on the production schedule. Along with a wide, Ferrari-esque grille, McRae added vinyl-upholstered door tops and a faux spare tire to the deck lid.

The addition of a Hawk model to the lineup did little to boost sales. Only 588 units found buyers, for total of 2,622 cars in Model Year 1958 and a grand total of 7,431 for the two years of South Bend-built Packards combined. Volume was far too miniscule to carry on, obviously, and the Packardbakers were discontinued on July 13, 1958.

Article courtesy of Mac's Motor City Garage.

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Hot Dates for Dec - Jan - Feb

<u>December</u>	
2	Wild West breakfast, Good Home, 159 Lincoln Road, Henderson. 9-11am
3	ACCCA @ Nth.Shore R&C Toy Run, Vellenoweth Green, St. Heliers from 5pm
6	Yank Tank Thursday, Botany Town Centre, East Tamaki. 6-9pm
7	Night Speed Drag Wars, Meremere Dragway, Waikato
8	Old School Drag Day, Meremere Dragway, Waikato
9	ACCCA Xmas Party, Wenderholm Regional Park, Waiwera. 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
8	Old School Drag Day, Meremere Dragway, Waikato
9	Oogah Rodders Big Breakfast, Swanson RSA, 663 Swanson Road. 8.30-11am
10	Renegades' Xmas Lights Cruise. Meet Bar Africa, Albany 6.30pm for 7.30 depart
16	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate. 8.30-10.30am
16	NZ Petrolhead Kruise to the Park, Pukekohe Park Raceway, 8am to noon
30	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna. 10am-1pm
<u>January</u>	
5	ACCCA cruise to Black Swamp Rod Run, Mangawhai. Meet at BP Northern Motorway, Silverdale from 7.45am to depart sharp at 8. \$25 entry per car
5	SummerJam Drag Meet, Meremere Dragway, Waikato
6	Wild West breakfast, Good Home, 159 Lincoln Road, Henderson. 9-11am
12	Wellington Invasion/Kiwi Thunder Group 1, Meremere Dragway, Waikato
13	NZ Petrolhead Kruise to the Park, Pukekohe Park Raceway, 8am to noon
13	Oogah Rodders Big Breakfast, Swanson RSA, 663 Swanson Road. 8.30-11am
19	ACCCA @ Kumeu Classic Car & Hot Rod Festival. Meet at club site at Kumeu Showgrounds from 8am, parking on first come-first in basis. Tea/coffee/BBQ available, BYO meat and chair
19	Night Speed Drag Wars, Meremere Dragway, Waikato
20	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate. 8.30-10.30am
24	Manukau R&C Club Burger Night, Repco Takanini, 230 Gt.Sth.Rd. from 6pm
25-27	Hibiscus Rodders' Beach Festival, Orewa Beach
26	Wings & Wheels, Thames Airfield, SH25. Display cars entry 8am, public 10-3pm
27	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
<u>Febuary</u>	
2	Comp 3 meeting, Meremere Dragway, Waikato
3	Wild West breakfast, Good Home, 159 Lincoln Road, Henderson. 9-11am
8	Night Speed Drag Wars, Meremere Dragway, Waikato
10	Oogah Rodders Big Breakfast, Swanson RSA, 663 Swanson Road. 8.30-11am
16	ACCCA run to Rebel Roundup, Pukekohe Park Raceway. Meet at BP Southern Motorway, Papakura from 8am to depart at 8.30. Admission \$20
17	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate. 8.30-10.30am
23	Junior Dragster Champs, Meremere Dragway, Waikato
24	Comp 4 meeting, Meremere Dragway, Waikato
24	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
28	Manukau R&C Club Burger Night, Repco Takanini, 230 Gt.Sth.Rd. 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.

