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Cruisepaper



Trevor and Steve take centre stage at the Classics Museum, Hamilton

Sep-Oct-Nov. 2018

www.americanclassiccars.org.nz



President Rob's Report

Hi everyone. As we welcome in the Spring/Summer – at last – I can reflect on the past 9 months with much to be pleased about. As a Car Club, we are faced with the challenges of trying to keep the vast majority of you happy to be members. I say the “vast majority” simply because, no matter how hard we try or how well we think we are doing things, we simply cannot please everyone, all of the time.

But if we as a committee can please the majority of you – most of the time, then I think that's a pretty cool compromise don't you? There will always be club events that are too far away – or not far enough away – or the cruise lead car is travelling too fast for some or too slow for others – or we have run out of fresh ideas and the runs are much the same - or there's a comforting familiarity about them!

End of the day, at least we are trying, and for the most part succeeding, in making this a wonderful organisation to be part of, in a world that appears to be going to hell in a hard cart by every waking hour! It's an escape, for some, I know that for sure. And as long as it continues to be... job done, I say!

As the election of club office approaches in October (more to come about this from Russell in the coming weeks), I wish to take the opportunity to personally thank all of my committee (and their respective wives/husbands supporting them), for without their dedication and passion for what we are and do, we would be nothing. So at the next club event you attend, please make a point of thanking those individual committee members personally, so their motivation to continue remains firm. Okay? Thanks.

On that note, we will regretfully be having to say farewell to Enid Service from the committee for next year, as she and hubby Brian further their travelling endeavours around the globe. Thanks for your input Enid, it has been an absolute privilege to have had you on our team. All the very best and safe travels to you both. Needless to say, there will be Enid's position to fill come election time, so if you feel you have something to contribute and wouldn't mind helping the club along, drop me or Russell an email. It's a great small friendly team and whilst we do expect a commitment, it's really not a huge one in the overall scheme of things, as far as individual time and effort goes. We welcome your responses accordingly people!

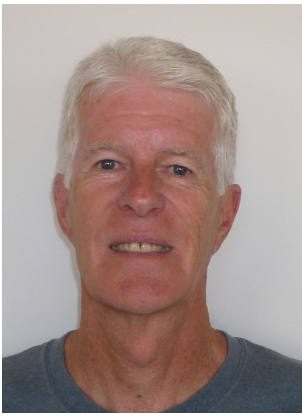
Before I sign off for this quarter, I now have a British car in my fleet (I know...what was I thinking?!). Its 46 years old, and I bought it sight-unseen from Levin and drove it home to Auckland over two days. Its slow, its noisy, and it certainly lacks any 'style' like the majority of our American cars have in spades! But I like it, it has a certain charm. The 700km journey north – trouble free I might add - reminded me of much simpler times... as you could not get more 'basic' transportation if you tried.... But it was probably pretty flash (relatively speaking, lol!) when new in NZ. There's a lot to be said for those simpler times... ahhh... nostalgia...its not what it used to be is it, haha!

See you at an event soon and thanks again for your continued support of the ACCCA.
Genuinely appreciated folks, trust me!

Cheers! Rob.



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Russell's Ramblings

Hi there folks, we are coming up to that time of the year for the annual election of ACCCA committee members.

Please place your vote using the following instructions:-

1/ Go to the ACCCA website at www.americanclassiccars.org.nz

2/ Hover your mouse pointer over the right hand side top menu button MEMBERS ONLY, select

Election of Committee from the drop down menu, and a Password box will open

3/ Enter the password **Vote2019** (exactly as shown)

4/ Click each box Yes or No (* all boxes must be clicked)

5/ Fill out any comments or suggestions you may wish to make, enter your name and email, and click the SUBMIT button.



WE NEED YOU!

Easy as! Only one vote per Club member family please, and all voting must be done by 30 September 2018.

Your continued support of your club is essential for the ongoing health and success of the American Classic Car Club Auckland, so we urge you to spare a few minutes and vote for the 2019 committee members. **PLEASE DO IT NOW!!!!**

Also due in October are the 2019 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.

Ciao4now, regards Russell

Committee Members

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JUST JOKING



Disorder in the Court

These are from a book called "Disorder in the Court" and are things people actually said in court, word for word, taken down and published by court reporters that had the torment of staying calm while the exchanges were taking place.

LAWYER: What was the first thing your husband said to you that morning? WITNESS: He said, 'Where am I, Cathy?'

LAWYER: And why did that upset you? WITNESS: My name is Susan!

LAWYER: What gear were you driving in at the moment of the impact? WITNESS: Gucci sweats and Reeboks.

LAWYER: Are you sexually active? WITNESS: No, I just lie there.

LAWYER: What is your date of birth? WITNESS: July 18th. LAWYER: What year? WITNESS: Every year.

LAWYER: How old is your son, the one living with you? WITNESS: Thirty-eight or thirty-five, I can't remember which.

LAWYER: How long has he lived with you? WITNESS: Forty-five years.

LAWYER: This myasthenia gravis, does it affect your memory at all? WITNESS: Yes.

LAWYER: And in what ways does it affect your memory? WITNESS: I forget.

LAWYER: You forget? Can you give us an example of something you forgot?

LAWYER: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

LAWYER: The youngest son, the 20-year-old, how old is he? WITNESS: He's 20, very close to your IQ.

LAWYER: Were you present when your picture was taken? WITNESS: Are you shitting me?

LAWYER: So the date of conception (of the baby) was August 8th? WITNESS: Yes.

LAWYER: And what were you doing at that time? WITNESS: Getting laid

LAWYER: She had three children, right? WITNESS: Yes. LAWYER: How many were boys? WITNESS: None.

LAWYER: Were there any girls? WITNESS: Your Honor, I need a different attorney. Can I get a new attorney?

LAWYER: How was your first marriage terminated? WITNESS: By death.

LAWYER: And by whose death was it terminated? WITNESS: Take a guess.

LAWYER: Can you describe the individual? WITNESS: He was about medium height and had a beard.

LAWYER: Was this a male or a female? WITNESS: Unless the Circus was in town I'm going with male.

LAWYER: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

LAWYER: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

LAWYER: ALL of your responses MUST be oral, OK? What school did you attend? WITNESS: Oral.

LAWYER: Do you recall the time that you examined the body? WITNESS: The autopsy started around 8:30 PM.

LAWYER: And Mr. Denton was dead at the time? WITNESS: If not, he was by the time I finished.

LAWYER: Are you qualified to give a urine sample? WITNESS: Are you qualified to ask that question?

LAWYER: Doctor, before you performed the autopsy, did you check for a pulse? WITNESS: No.

LAWYER: Did you check for blood pressure? WITNESS: No. LAWYER: Did you check for breathing?

WITNESS: No. LAWYER: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No. LAWYER: How can you be so sure, Doctor? WITNESS: Because his brain was on my desk in a jar.

LAWYER: I see, but could the patient have still been alive, nevertheless?

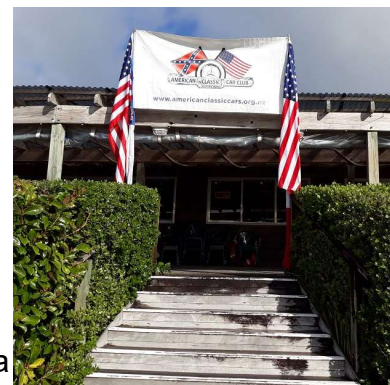
WITNESS: Yes, it is possible that he could have been alive and practising law.

2018 Mid-Winter Christmas Luncheon - - Gulf Harbour Yacht Club June 24th

A very good start to a double-header day with a few members going for an early morning coffee/breakfast at Smales Farm for the end-of-June Caffeine & Classics meet. In fact we were so early ourselves that we were the 3rd classic car in the car park. This is unheard of - normally the first car park is almost full by the time we usually get there around 9.30-10am. Despite the weather forecast for some late morning showers, it was a fairly fine start to the day with another strong turnout at Smales Farm.

The rain only started arriving on the drive down the Whangaparaoa Peninsula on the way to the club's mid-winter lunch venue at the fabulous Gulf Harbour Yacht Club at the very end of the marina at Gulf Harbour. However by the time we got there the rain had more or less passed through with only some very light showers to trouble us briefly.

However the wet morning forecast was probably enough to convince those with less-watertight cars to bring the daily drivers instead, but those who did bring out the classic were rewarded for their gamble with a very fine afternoon for a nice cruise back home. Only maybe 10 classic cars braved the rain forecast gauntlet and parked up in the secure marina berth holder's carpark next to the yacht club, where we were able to set up the club's banner and swooper flags to show-off the club to all those nautically inclined people passing by!



The Yacht Club is a very pleasant and relaxed setting with great views overlooking all the boats at the southern end of the marina on the carpark side, and the boat ramp out to the East Coast bays on the other side. The yacht club management organised a fantastic Xmas themed venue for us with lots of Xmas decorations around the room and tables, and even went to the trouble of sourcing all the way from Germany some classic car themed serviettes for the tables. Their presentation and attention to detail was noted by all!

We started the afternoon with a pre-luncheon short trivia test to match car brands with their founders first name, which was quite challenging even for well-known brands such as Chevrolet, and downright difficult for lesser but still famous classic brands like Cord or Bugatti.

At around 12.30 the first serving of a very enjoyable buffet lunch was started with a great selection of traditional hot winter food and desserts. A nice selection of whites and reds were on the tables with the lunch, and the yacht club manned a cash bar for us as well. I have to say that this was probably one of the most enjoyable buffets I've been to so far. Obviously the yachting fraternity only settle for the best comestibles for their members!

The immaculately presented tables had us seating in groups of 8, which for the 66 members attending gave us 8 tables of 8, and this set the scene for a very competitive challenge for Rob's traditional mid-winter trivia competition after lunch.



This was a very close-fought competition this year with the usual very careful Goldilocks zone of just right hard and easy questions, and after 30 questions in three distinct categories, for a total of 60 available points, you could throw a blanket over the top 3 results with a 1st equal, and 3rd place (with only 7 members in their team) only ½ a point behind! For the first time that anyone could remember, the Quiz was settled by an off-the-cuff tie-breaker question! So in case you ever need to know it - there are 8760 hours in a 365 Day year!

Many thanks again to Rob for another fun and interesting trivia challenge. The day wrapped up around 3.45pm at the conclusion of the last of the many prizegivings on the day, thanks again to all our sponsors who contributed the major prizes to the club, with the uncannily lucky Allan Huljich taking home the major door prize, compliments of Petrolhead.

Many members lingered around the yacht club chatting amongst themselves before heading off for the cruise home. Many thanks again to the Gulf Harbour Yacht Club for looking after us so well and putting on a great lunch. Thanks also to the Gulf Harbour Marina management for arranging us access into the secure parking. Another great day out to help offset the mid-winter blues! - well done team & roll-on the Summer cruising weather! Merry Mid-Winter Christmas!

Phil Officer



Pizza @ the Parker's shed raid Sunday July 29th 2018

Dave Roper plotted a delightful cruise route for our July 29th run down to the Parkers, for a Pizza lunch on behalf of the Club. Starting from our usual BP Southern Service Centre meeting place, no less than 21 Classics and two daily's (containing almost fifty of us in total) headed south to Drury in reasonably mild weather conditions, a welcome respite from recent rubbish to be fair, before heading west toward Pukekohe.



Several side roads later we were again heading south through some positively delightful scenic rural South Auckland roads, before another left turn had us heading back toward the Southern Motorway at the Bombays. Dave & Catherine's spectacular property was not far away and before we knew it, Catherine was ushering our convoy into their driveway. Actually, both driveways, as the spill-over had to park up at the house.



As expected, nothing was any trouble for these two loyal members of the ACCCA, and their immaculate property and private car collection and barns was a treat for all in attendance, with many 'first-timers' here just wandering around in total awe of what they were experiencing, such is the sheer awesomeness of the place! By about 12.45pm the local Pukekohe Pizza Hut delivery driver copped an eyeful of all of our glorious cars and was momentarily lost for words... I bet it was as much a treat to him as the 30 pizza's and half a dozen garlic bread sticks was for us, as everyone sauntered up to the mezzanine and deck for lunch. Tea and coffee was welcomed, as were Catherine's home-made cookies for afterwards (there would have been muffins too, had Phil reminded Cindy to bring them... but nobody reminded Phil so they stayed on the North Shore!).

After lunch and a hearty thank you to our hosts, no one appeared in any hurry to leave, with much banter among members and still more things to look at, up at the other sheds – the more 'work-in-progress' vehicles.



All in all, one can't argue that any visit to Dave & Catherine's is always special, and today's run was no exception. By three o'clock, the heavens opened and most got to drive away in the weather bomb, but even that did not dampen the enthusiasm for today's run. It was just an inconvenience. Big thanks again to Dave & Catherine Parker, and also to Dave Roper for organising such a brilliant event for us all to enjoy. Thanks for coming!

Rob Milligan.

Classics Museum Club Run - Sunday August 19th 2018



Firstly, I would like to thank all the Club members and their friends who attended our monthly outing. It was nice to see the weather gods had smiled upon us and granted us a clear, warm sunny morning. Arriving at what I thought was early at BP Papakura, only to find that Dave and Sandy Roper, Dave and Catherine Parker, Phil and Gary in their '61 Lincoln and others already there.

Over the next 45 mins classic cars and their owners arrived taking the total to 18, and one pick up. Hugh Ross joined us on the grid in his amazing hand beaten aluminium bodied AC Cobra. Unfortunately he had prior engagements to attend and did not come on the run with us.

Also present in a car now seldom seen, was Bill and Linda Hohepa in their 51 Studebaker, which always attracts a lot of interest. A special warm welcome to our newest Club member Jason Darbyshire (327 Chev Impala) who is banking brownie points by bringing his Father-in-law Roger along. Hope to see you at many more of our events. And also a welcome to all the rest who attracted much attention from the public at the stop. Rob arrived in his Pontiac and we had drivers brief, after which we all left for our cruise down to the Classics Museum in Hamilton.



It was pretty much an uneventful tour, except for running into a bank of fog just after Pokeno, which had thankfully cleared by Hampton Downs. The original plan was to meet with members of the American Classic Car Club Waikato at Rangiriri, but they changed their tour and caught up with us at the Museum. Because of distance and time constraints we travelled State Highway 1 to Taupiri and onto Gordonton Rd to the Expressway, which took us directly to the Classics Museum. We all regrouped and parked up to enjoy the café, and those who chose to go through the Museum weren't disappointed.

It certainly is an amazing collection, from micro cars to art deco Auburn, early British, American classic and hot rods; two floors of displays, fuel bowsers, enamel tin signs, badges, toys and uniforms from days gone by. Well worth a visit if you have never been before. The café has all your coffee addiction needs and a full selection of food is available.

We were not informed that the Museum was hosting a sponsored event on the same day for a Toyota vs Nissan park up. We can appreciate the time and effort that they put into their Japanese makes, but just not for us? But we are all Petrol Heads at heart. So we were overwhelmed, number wise in vehicles but in my opinion once the Waikato cars joined ours, the display of our combined American classics created a greater spectacle.

We had 16 cars tour from BP, and Judith and Trevor met us in Hamilton from Tauranga in their 48 Chevy pickup. The Waikato cars totalled 13, thanks to Bill Ramsay for coordinating the meet, making 30 classics and modern American on display.



After a couple of hours chatting and checking out cars it was time to depart to the Cock and Bull for lunch. Just a short tour and upon arriving, they had set aside parking for all our cars. There were some Mustang Owners Club cars already there, and with the arrival of our combined Club cars the Cock & Bull car park looked pretty impressive. Food and refreshments were enjoyed by one and all, and thanks to Aloma for setting aside space for all of us. One by one people departed after enjoying another great club outing. There was a little rain on the way home for some, but nothing to put a dampener on an otherwise warm sunny day.

With this Club outing along with visiting the Parker's shed last month now put away, the spring/summer cruise season is arriving and you can be assured we are working hard to find new venues for us to visit. On a personal note, thanks to Rob and to any others who have helped to make this, my first attempt at organizing an outing for our club, a resounding success. We look forward to working with the Waikato Club on more combined events too. Great to have them join us, even if they opted not to join in the actual cruise.

Lastly I am interested to hear from any members with time on their hands who may be interested in an informal midweek run (weather permitting) even if it's just for coffee, fish and chips or a visit somewhere? Please email me pjm.lee@xtra.co.nz

Can't promise how it will pan out but will try to make it work?

Cheers Peter Lee



DEFINITION OF ACCELERATION

Read this through slowly and try to comprehend the amount of force produced in just under 4 seconds! There are no rockets or airplanes built by any government in the world that can accelerate from a standing start as fast as a Top Fuel Dragster or Funny Car.....and that includes any aircraft launched by a catapult from an aircraft carrier. Nothing can compare.....

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths (0.15) of a second for the estimated 10,000 horsepower (there are no dynamometers capable of measuring this hp output) of an NHRA Top Fuel dragster engine to reach the rear wheels. Under full throttle, a dragster engine consumes 1-1/2 gallons of nitromethane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.



A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger. With 3,000 CFM of air rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitromethane, the flame front temperature measures 7,050 deg F. (Oxy-acetylene on "cut" is 6,300). Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder. Spark plug electrodes are totally consumed during one pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 3.6 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's. Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load. The redline is actually quite high at 9,500 rpm. Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 3.65 seconds for the quarter mile (Leah Prichett 24 Feb.2017). The top speed record is 336.57mph as measured over the last 66' of the run (Tony Schumacher, 23 Feb.2018).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that instant.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it; from a standing start, the dragster had spotted you at 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

..... and that is ACCELERATION!



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Hot Dates for Sep. - Oct. - Nov.

<u>September</u>	
1	Kumeu breakfast, Route 16 Café, 16/40 State Hwy.16, Kumeu, from 8am
2	Wild West breakfast, Good Home, 159 Lincoln Road, Henderson. 9-11am
2	NZ Petrolhead Father's Day Drags, Meremere Dragway, Waikato
9	Oogah Rodders Big Breakfast, Swanson RSA, 663 Swanson Road. 8.30-11am
15	Auckland Hobbies Fair, 52 Hepburn Street, Freeman's Bay. 11am-3pm
16	ACCCA run to Paeroa Maritime Museum. Meet at BP Papakura, Southern Motorway from 9.30am to depart at 10. Admission per adult is \$35 (children at reduced price) includes museum visit, paddleboat ride, and lunch
16	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate. 8.30-10.30am
16	Historic Racing & Sports CC swap meet, Franklin A & P Showgrounds. 8am-1pm
23	Pukekohe HRC swap meet, Franklin Road, Pukekohe, from 7am
30	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna. 10am-1pm
<u>October</u>	
4	Yank Tank Thursday, Botany Town Centre, East Tamaki. 6-9pm
6	ACCCA run to Aroha Cruise In, Te Aroha. Meet at BP Papakura, Southern Motorway from 7am to depart at 7.30. \$10 entry per car applies
7	Wild West breakfast, Good Home, 159 Lincoln Road, Henderson. 9-11am
14	Oogah Rodders Big Breakfast, Swanson RSA, 663 Swanson Road. 8.30-11am
14	Papakura HRC swap meet, Ardmore Airfield, South Auckland
21	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate. 8.30-10.30am
27	Test & Tune, Meremere Dragway, Waikato
28	Comp 1, Meremere Dragway, Waikato
28	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
28	Road Knights swap meet, Taupiri School, Taupiri. 6am swappers, 8am public
<u>November</u>	
2	Night Speed Drag Wars, Meremere Dragway, Waikato
3-4	Very Vintage Day Out, ASB Showgrounds, Greenlane
4	Wild West breakfast, Good Home, 159 Lincoln Road, Henderson. 9-11am
11	Oogah Rodders Big Breakfast, Swanson RSA, 663 Swanson Road. 8.30-11am
17	Test & Tune, Meremere Dragway, Waikato
18	Comp 2, Meremere Dragway, Waikato
18	Mid West Street Rods' breakfast, Mitre 10 Mega, Westgate. 8.30-10.30am
23	Night Speed Drag Wars, Meremere Dragway, Waikato
25	Caffeine & Classics, Smales Farm, Northcote Road, Takapuna, 10am-1pm
25	ACCCA run to Shine n D'ville, Helensville Museum, 98 Mill Rd. Meet at Westgate Shopping Centre from 8.30am to depart at 9
<u>December</u>	
3	ACCCA @ Nth.Shore R&C Toy Run, Vellenoweth Green, St. Heliers from 5pm
8	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

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