

EVENTS: **MUSCLE CAR MADNESS, MORRINSVILLE, KERIKERI AND GNRS**

# hot rod

52  
YEARS  
1967-2019

NEW ZEALAND



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APRIL 2019  
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# ***Emerald Fire***

***Todd & Julie Smyth's 1930 Ford Model A Pickup***



## Box 573 Orewa LETTERS

### Hot Rod Health

HI PAUL. I must say NZHRM is in good shape with you and your team producing a world-class hot rod mag. It is with still a heavy heart that I write again to NZHRM to warn other hot rodders of the danger of asbestos dust which caused the untimely death of my best mate Scotty. (The Ultimate Westie - See Flying Farewell in March issue) He was diagnosed with lung cancer caused by exposure to asbestos dust. His exposure came from blowing dust out from brake drums and clutches. Probably from his days at Railside Wreckers in Henderson. But as there is NO minimum exposure to asbestos dust, who knows for sure? He and most likely all of us hot rodders and classic car guys and gals with our older cars have been exposed to this horrible stuff which used asbestos in brake and clutch components. Nowadays our replacement parts are supposed to be Asbestos Free, but we have to still remove and handle the original Asbestos products from our older cars. So, as a safety precaution we must wear a good dust mask, and don't blow the dust out, wash it out with water or brake clean and catch it in rags or similar then dispose of it in the trash can. Don't burn the rags because the Asbestos will get you another day as it does not burn. Asbestos dust is not like other specks of dust which can be coughed up. All dusts and smoke are bad for your lungs, and as we were not fitted with an air filter at birth, we are in trouble. So we must be careful. Would you run your new reconditioned engine in a dusty place without an air cleaner. "no bloody way mate" so let's be careful and try and outlive our new engines. All the best. Tye Lishman.

### Spilled My Drink

HELLO Paul, March 2019 NZ Hot Rod Page 73 in the Industry News column. Certification Simplified: "There's no question the certification process can be daunting" !!! "The LVVTA certification process is a good thing for the New Zealand hobby,

but unfortunately sometimes people have a hard time understanding how or why we need it, and that's where the problems start. At the start of project or modification to get us all on the same page"...I just about spilled my drink laughing at this.

The home-building of hobby cars in New Zealand is disappearing in a large black hole. The LVVTA certification process is killing it, but as long as they get their fee they don't care!! Go over to the UK, take a Triumph Stag, remove the old 3-litre Triumph V8 and fit a Rover V8. Next time your vehicle is due for an MOT (WOF) check, take proof of the source of the Rover V8 to prove it is not stolen: the new engine is added to the record of your car in the system, and you have notified your insurance company. Fee required for the certification nil, just part of the MOT (WOF) price process. Add a 5-speed transmission to a car, fee payable NIL. In New Zealand take an 8 inch Ford diff out of your car and replace it with a 9 inch Ford diff, Fee time!! We don't manufacture cars in this country but appear to know something about getting a fee out of people, in the name of safety of course!!  
Best regards, Mathew Thomas, Christchurch, NZ.

*Hi Mathew, Thanks for taking the time to reply, much appreciated. After using the LVVTA system for 20 years and working with senior staff over that time, I can assure you it's NOT about the fee or money. LVVTA do a thankless job to protect our individual rights and our ability to express our creativity through cars. It's very easy to be judgemental and to criticise, but their mission*  
cont'd on page 62

Meguiar's  
Letter of the month

Letter of the month this month goes to **Mathew Thomas** who's won this month's prize of Meguiar's NXT Polymer Sealant  
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## Box 573 Orewa LETTERS

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statement is clear: Promote and retain the right of New Zealanders to use motor vehicles on the public road which have been modified, or constructed in limited volumes, for sporting, recreational, special mobility or business purposes; and

- To develop and maintain, in consultation with the New Zealand Transport Agency, a Low Volume Vehicle Code, to govern the modification or construction of low volume vehicles; by being incorporated by reference in applicable road transport law; and
- To achieve effective communication with persons concerned with the modification, construction, and certification of low volume vehicles; and to remain an independent and autonomous organisation within the motor vehicle industry; and
- To advocate and lobby on behalf

of the members of LVVTA to protect and advance these objectives, and create an environment in which both employees and volunteers can contribute and expand their skills and commitment to all aspects of the Association's activities.

Please read their information, educate yourself, and perhaps you will come to understand the many positives. Spread the good word. (Ed)

### Thank you

Thank you very much for your sponsorship of the Top Five Cars at the Waipu Car & Bike Show recently. We were very fortunate to be privileged to win one of the Top Five awards with our gold '37 Chev. We look forward to getting your magazine in the future. My brother Clive was also a recipient of a Top Five award with his '30 Model A fordor. My daughter also had her green & white HG Holden there, (parked next to the Model A) si it really is a family affair. (could be a story for you) Once again, thank you for your support and an awesome magazine.

Regards, Don & Shirley Ross, Whangarei.



### Department of Corrections

Greetings hot rodders. I've just bought the January 2019 issue and on the inside at the top of the contents page reads December 2018. Also on page 4, Publisher's Podium of January 2019, I'm fairly sure it should read 1940 FORD pickup, not For pickup. I liked the feature/history of Kevin & Karen

cont'd on page 71

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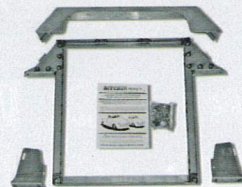
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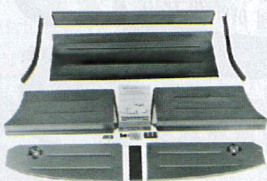
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1939-1948 Ford 1947-1954 Chevy



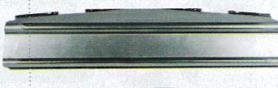
**Firewall** for 1928-1952 Ford  
& 1937-1959 Chevy



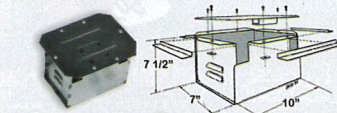
**Core Support** (54 Chevy PU shown)  
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