

My hot-rodding life started back in the '70s joining Egmont Rod and Custom Club, a high school lad working on getting a modified Morris Minor on the road. When I saw a write up on Vodka and Orange in the New Zealand Hot Rod Magazine, that's how I wanted mine to sort of look like. Sadly, that never happened. I had a '65 Ford Cortina that at the time had a hot 1500 in it that was my daily driver. In true hot-rodding fashion, (back when it was easy) out came the 1500 and replaced with a 3ltr V6. I was easily sidetracked back then but stayed a member of Egmont for a few years attending events around the North Island. Other things happened in life, speedway, ladies, children and house ownership. Fast forward to the early 2000s and Moose Rolf was doing the NZV8 thing and the company I worked for was a minor sponsor of the team that Moose was working for. Moose invited me around to the workshop and as they say, the rest is history. Went home that night and said to my wife Valerie that I was getting back into hot rodding. I joined and still am a proud member of Sulphur City Rod and Custom Club and served as President for 11 years and was club delegate at zone meetings.

Vehicles I have owned since getting back into hot rodding,

1963 Ford Fairlane, 302, C4. Nothing flash but still a cool car.

1938 Ford Pickup, Pro Stock look, Ford 429, C6, 9". Had a ball in the truck, rod runs around the North Island, best down the ¼ mile of 13.01 and lots of displays.

1966 Ford Mustang, we panel and painted, nice car but not me.

Present is a 1954 Ford Ranchwagon, '57 292 Y Block, 4 speed. This is a cool old cruiser. Same as the truck, we have clocked up the miles going to different events. Haven't been down the ¼ mile yet.

We enjoy getting away to the 2-3-day events usually cruising together as a club and when getting there, catching up with friends and making more on the way. Better known as the Hot Rod family.