

AUCKLAND MUSTANG OWNERS' CLUB

**PO Box 44-062
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AUCKLAND 1246**



Nov-Dec 2011

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STABLE TALK

Editor: Jackie Waters
Email: j.i.waters@xtra.co.nz
Tel: 09 294-9117



Hello All,

Finally, nearly done with this edition! It seems to have been a mammoth task this time. Still I hope you think it worthwhile.

As you will see from the various reports we had a great time in Invercargill at Convention. Although we only joined the others at Invercargill, we soon got into the spirit of it. I would love to take the muzzie down to Wellington next year, I am looking forward to that already.

A huge thank you to those that sent photos and/or articles, Dianna Bang, Margaret Broadbent, Steve Morris, Gary McCrystal, Jessica Waters, Ian Waters, Deryck Freeland, Chris Fitzpatrick, Caroline Rundle, Graeme Hamilton, Sandy Laurenson.

I am looking forward to seeing some sunshine and getting outside over the summer. It has seemed like we have had grey days forever!

Some events to look out for are the Xmas party at Ambury Regional Park and the BBQ at Jim and Jan Jackson's place. By then we should be well into summer mode.

In the meantime, have a great Xmas and a safe New Year.

Bye for now,

Jackie Waters
Editor

A word from our President



I have fallen in love – with a 700hp Boss 429! Check out the front cover of “5.0 Mustang and Super Fords”. It is a car I will never get to own – but some lucky person will successfully bid for it in an auction to be run by Barrett-Jackson. Some stunning cars have passed through their hands – another event to add to my bucket list!

Invercargill still runs very fresh in my mind. It was an exceptional convention – unbelievable hospitality, terrific venue, sumptuous food at our hotel (The Ascot) and great comradely of our members and those from other clubs. At every turn there were memorable moments. This magazine will be full of them – read and enjoy. Both Dianna and I were delighted that the old Mach One still showed she had something left – a third place was beyond belief in our category. It is still a car that keeps the field honest. Apart from a small fuel issue (gratefully sorted by Clark at Fox Glacier Motors – also a member of the Invercargill Mustang Club) the car ran beautifully. We clocked 2000 miles in the old girl – some members travelled 4000kms. There is nothing to rival a trip to the far south. We were thrilled we attended – and grateful to both Margaret and Paul for their efforts in coordinating all aspects of the trip. Marvelous!

Some wonderful events are looming for our club. The one in the immediate future that excites me is our trip to Metal Spinners. That is going to be a full day and a great one. But earmark 11 December. A run to the Clevedon Markets will be followed by a trip to see an unbelievable private collection of Rolls Royce’s. The largest private collection in the world! This will be a day not to miss.

Not too many more sleeps until the man in red arrives. Talk about a year flying by. More importantly however is many a great event to be staged that is part of our fine club for this summer. I look forward to catching up with you and sharing our passion.

Craig

AMOC REPS and their AREAS

| | | |
|-------------------------|--------------------|------------------|
| David Aucamp | - East Auckland | Tel: 09 535 4591 |
| Garry Hughes | - Whangaparaoa | Tel: 09 428 0890 |
| Graeme Bishara | - North Shore | Tel: 09 473 6798 |
| Ian Waters | - South Auckland | Tel: 09 294 9117 |
| Jamie Sherlock | - West Auckland | Tel: 09 358 6620 |
| Lesley Lathrope | - Central Auckland | Tel: 09 528 5213 |
| Karen Morris | -North Shore | Tel: 09 360 3442 |
| Mike Adams | - East Auckland | Tel: 09 537 1166 |
| Mike Lecheminant | - West Auckland | Tel: 09 837 2770 |
| Phil Scott | - West Auckland | Tel: 09 415 3378 |
| Russell Douglas | - North Shore | Tel: 09 414 6403 |
| Sam Shackleton | - South Auckland | Tel: 09 235 8165 |
| Shaun Jackson | - South Auckland | Tel: 09 236 9113 |
| Wayne Ward | - Northland | Tel: 09 439 4125 |

COMING EVENTS

2011– 2012

- ♦ ***19 Nov 2011- Metal Spinners factory*** visit followed by lunch and car display at North Shore Cusi Club. Warren Hamlin has suggested a visit to his factory in Mt Roskill around 10am, depart around 11am and take a tour possibly around North Head, through to Albany and lunch at NS Cusi Club, where he will organise an area for AMOC to display, along with the Midget Car Club. Lunch approx \$5 per head.
- ♦ ***20th November 2011—All USA Day Tauranga.***
- ♦ ***20th November 2011—Drag Day with FPV Tickford Club—***To be held at Meremere Dragway. We have been invited to join the FPV & Tickford Owners Club on their annual drag day.
If interested, please contact Leon Wright on 021 925 870.
- ♦
- ♦ ***25th November 2011- Westfield Santa Parade in Manukau.***
- ♦ ***27th November 2011—AMOC Christmas Party.*** Ambury Regional Park, Manukau.
- ♦ ***4th December 2011- Thunder in the Park.*** Featuring V8 Muscle Cars, GT1 & GT2, NZGT, Bridgestone Porsche and many more.
- ♦ ***7th December 2011 - AMOC Club Night*** at Northern Sports Car Club rooms, Mt Richmond Domain, entry from Gt South Road. 7.30pm.
- ♦ ***11th December 2011—Farmers Market Clevedon.*** After visiting the market, lunch then trip to classic car collection which includes Bentleys and Rolls Royces.

COMING EVENTS

2011– 2012

- ♦ *30,31st December 2011 and 1st Jan 2012—Classic Car meeting.*
- ♦ *2nd January 2012—Jacksons New Year BBQ.* All welcome.
- ♦ *18th January 2012—Canteen for Kids Run.* Henderson to Rainbows End. Approx 80 kids 14-23 years old.
- ♦ *26th February 2012—Americana—New Plymouth.* For availability of rooms contact: Simon at One Burgess Hill
reservations@oneburgesshill.co.nz
or give him a ring on: (06)757-2056

See <http://www.nzmustang.com/Clubs/Auckland/AuckNewsletters.htm> for more info



Merry Xmas!!!

AMOC Christmas Party

This year's **AMOC Christmas Party** will be held at Ambury Regional Park, Mangere Bridge, Manukau on Sunday 27th November 2011 from 11am. There will be fun and games for the children.

If you would like to attend, and for catering purposes please contact Dianna Bang (Events Co-ordinator) on 536-5959 or email dianna_craig@xtra.co.nz with your name and numbers.

For members attending with children and/or grandchildren, can you please assist Santa by sending the following details to Santa's "helpers" also by 11th November:

Child or children's name(s)
Christian name and surname
Boy or girl
Age

To: Ian Langley—Fax 415-8442 or email ian.langley@secotools.com

(PS Email address correction from last edition.)

Note: presents will be for children up to and including the age of 10years).

NEW MEMBERS

| | | |
|-----------------------------|----------------------|--------|
| Luke Tollafeld | 1966 Fastback | White |
| Philip Edgar | 1965 Notch Back | Red |
| Philip & Danielle Kaad | 1980 Capri (Foxbody) | Orange |
| Mike Janssen | 1968 Notchback | Red |
| Sean McHenry & Jackie Kehoe | 1966 Notchback | Blue |
| (Past Member returning) | | |
| Barry & Leonie Hodgetts | 1965 Notchback | Green |

WELCOME TO AMOC!!!

AMOC Apparel

Vest \$60.00

Baseball Jackets \$165.00

Sweatshirts \$45.00

Caps \$20.00

AMOC Banners \$60.00

Polo Shirt \$40.00

Kids T-Shirts \$20.00

AMOC Badges \$9.50

Polo fleece \$60.00

Anorak jacket \$80.00

Club shirt button up

Blue/black \$53.00

Phone Mike if you require apparel—021-930-326.



For Sale



Plate for sale.

\$500. Please contact Darrin Sangster on 0272-222234
or 09-434-7734.

VALUATIONS

The following club members are able to supply
valuations for your car for insurance purposes.

| | |
|----------------|------------------|
| Ross Walker | Tel: 09 837 3679 |
| Wayne Lack | Tel: 09 294 7298 |
| Sam Shackleton | Tel: 09 235 8165 |



There may be a fee charged for this service at the time of booking
your valuation.

Full Throttle—Manukau

We managed to get 5 Mustangs and a Commodore to fly the flag for AMOC at "Full Throttle" on Labour Day Monday at The Telstra-Clear Pacific Events Centre in Manukau.

We met at Rainbows End at 8am and travelled to the show at 8.20am being placed on the hardstand to the rear of the Building. We had a good range of Mustangs outside, (68, 84, 02 and 09). Our 65 was selected for the inside display of cars and was certainly a shining example, fitting in well. The weather was glorious and people started coming at 9.30am and in spite of the RWC parade in town, the people seemed to just keep coming and totalled around 8000 for the day. Thanks to those who participated and made the day enjoyable.

Deryck Freeland

Photos by Deryck Freeland
And Jessica Waters



GT/CS, the Fastest Growing Collectable Mustang

The GT/CS California Special Mustangs of 1968, were a "One-off" limited build, assembled for 6 months only, then not build again until 2007. Only 3867 1968 GT/CS mustangs were ever built and now fewer than 2000 survive.

These notchback cars were popular in 1968, as you could buy a Mustang that looked like a Shelby with genuine Carroll Shelby body parts but at a Mustang price. Most of these cars had the 289/302 engines but there were a small number of 6 cylinder cars sold.

The 1968 GT/CS is now the fastest appreciating special production mustang from the 60s. This renewed enthusiasm for the GT/CS is partly driven by Paul M Newitt, the writer of this new and most detailed 224 page hardback limited edition book as well as his two earlier and smaller books on the GT/CS.

The GT/CS, known as the California Special, was the most customised special Mustang of the 60s, it was built from a base Mustang using genuine Carroll Shelby parts along with extra parts produced at the same plant that Carroll Shelby used to produce his special parts. This use of Shelby parts on non Shelby manufactured cars was a phenomenon that has never happened again in Mustang history. To this day all Shelby cars are either Fastback for Convertible, the only Notch Back Mustangs ever mass produced that come close to being a Shelby Notchback is the GT/CS, thus Shelby collectors are now including them in their collections.

The new book on the GT/CS is a Ford and Shelby endorsed publication on the development of the car and how Ford came to produce it. It is the most detailed book ever written on the GT/CS and has taken the author nearly 4 years to write. It includes all the production serial numbers and current owners of every know GT/CS left in the world, which includes two New Zealand cars. On the Acknowledgement page in the front of the book, Paul names Chris Fitzpatrick from our own Auckland Mustang Owners Club, (AMOC) as one of the people that provided material and assistance to him for the book, he also names Paul Handricks from Ohope in the same section. Further on in this highly detailed book written from Ford and Shelby achieves, both Chris's and Paul's cars are among the pictures chosen to be printed alongside a number of America based cars.

Paul Handricks is a long time Mustang and Thunderbird collector from Ohio. Now retired, Paul has reduced his original collection down to just the more unique cars he has collected which includes his GT/CS. His current GT/CS is not the first GT/CS he has owned as he sold that about 8 years ago as an unfinished project to Chris Fitzpatrick.

Both Chris and Paul's cars are among the historic and significant first 200 GT/CS cars ever built and the car Chris has is 1 of 8 pre-production cars used for Dealer promotion work and the only one of the original Dealer cars still known to exist.

This book on the GT/CS is a collector's item in its self as there are only 2000 books, a limited production just like the original GT/CS. The book covers the total history, concepts, developments, modifications and special options, of these rare and fast appreciating cars, it even covers the development of the new S197 style GT/CS. The book is beautifully bound in hard cover and all books are individually numbered with a metal disc. The two New Zealand car owners have purchased books with the last 4 digits of their cars original Vin Number so the book matches their car. These books are available in NZ for an investment of \$110 USD + GST and postage. (Contact Chris Fitzpatrick, see front of this magazine under Treasurer and he can guide where they can be purchased in NZ or the US).

By Chris Fitzpatrick



Parts For Sale

Mustang power steering bracket. Bolts in standard location but lowers power steering ram to clear headers. Manufactured by PG Hydraulics and is silver Pro Coated. Made for 1967 but will fit up to 1970. Used but excellent condition. \$60

Mustang Shorty Headers. Patriot Clipster brand. Will fit 1965 – 1968 with 302 – 351 Windsor engine. New never used. \$350

Carpet set for 1965 - 1968 Fastback. American made Dark Blue colour, complete set. New never used. \$300

Ph: Steve Bengé 021 784 603



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Raffle Winners

October

Todd Wadham—Final Touch Voucher \$250

Glenn Winsor—Meat Pack

Keith Robertson—Reno Club Mustang Shirt

Rod Macrae—Reno Club Mustang Shirt

November

Arthur Wilkinson—Placemakers voucher

Keith Robertson—Placemakers voucher

Scott Laurenson—Convention T-shirt



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Southern Muster

32nd National Mustang Convention

On or about the 15th October 2011 AMOC members left Auckland in their 'Muzzies' to travel to Invercargill for the National Convention. Some drove their cars while others trucked them to Christchurch and drove onto Invercargill while yours truly trucked his two cars all the way to the most southern town in New Zealand.

The event was held at the Velodrome Southland where approx. 132 cars battled for National honours and podium places.

The registrations for the event were held the night before (Friday) at the Ascot Hotel and Conference Centre. This was a lovely venue which was only a stones throw away from the competition stadium (Cycling Velodrome).

After the formalities had been completed, Southern Mustangs and their sponsors put on a great buffet meal for all competitors and their partners. The highlight of the meal was the appearance of 2,000 Bluff oysters courtesy of the Rugby World Cup.

The program for the event thereafter was a ladies excursion to the slumped glass manufacturers E. Scape and associated shops on the Saturday, while the car show was in progress. That night another magnificent buffet meal was put on back at the Ascot.

Sunday, for those still there, a Mustang rally around Southland to featured places, before coming back to the Ascot for the prize-giving dinner and watch the RWC - New Zealand v France.

Monday morning featured the farewell breakfast and for the Auckland contingent of approx. 11 cars, the long trek back to Auckland via the West Coast of the South Island.

AMOC members featured prominently in the prize-giving ceremony with every car entered gaining a podium place, making this, the Southern Muster, a most successful excursion into the deep south. As Kathy and I could not stay for the prize-giving owing to a prior engagement with the RWC final at Eden Park, I would like to express my sincere appreciation to Wayne Lack and Ian Waters for their outstanding contribution in the preparation of my two cars. Two first places don't come by accident (true blue Mustang camaraderie). To quote the old adage 'there is no substitute for experience'.

The list of prize winners will appear at the conclusion of this article.

Story by Gary McCrystal

Photos courtesy Dianna Bang and Jackie Waters



Southern Muster 32nd National Mustang Convention

Results of Auckland Mustangs

(Note: Official photographer photos on www.coryvarcoe.co.nz) Thanks Cory!!

Phil & Maria Scott—1st 1964-69 GT.

Gary & Kathy McCrystal—1st 1983-98 Convertible

Barry McCrystal—1st 1999-2004 Convertible(Highest score overall for the day!)

Mike & Vanessa Adams—2nd 2005-2012 Convertible

David & Diane Aucamp—3rd 2005-2012 Convertible

Craig & Dianna Borland—3rd 1969-70 Mach 1

Gary & Kathy McCrystal—1st 1974-98 All Models (excl convertibles)

Jeff & Elaine Tobin—1st 1999-2004 All Models (excl convertibles)

Blair and Caroline Rundle—3rd 2005-2012 All Models (excl convertibles)

Wayne Ward—1st Boss All Models

Ken & Trish Smith—2nd Post 1972 Shelby

David & Moana Turner—3rd Restomod- All Models

David & Moana Turner—1st People's Choice

(Photos by Caroline Rundle)



Congratulations to all!

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AMOC
references
available

- ♦ Auto restoration specialists
- ♦ Classic compliance and collision repair
- ♦ Custom fabrication work
- ♦ Project collaboration



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East Tamaki
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From Southland Times



LEADER Barry McCrystal, 49, with his 2004 Ford Mustang GT. The car is a 40th birthday present from his wife. The car is one of the last of its kind.

Mustang fanatics share the love

Leader 27.10.11



Very proud Barry McCrystal, from Auckland, with his Ford Mustang GT, a 2004 car made to commemorate its 40th birthday. It is one of the last of its kind.

From Clutha Leader

All-American stampede

Owaka was abuzz with cars and people on Friday afternoon when the Mustang drivers stopped for lunch on their way to the national Mustang convention held in Invercargill for the first time. John Quinn, captain of the Canterbury Club, said about 120 cars came from all over New Zealand, including Auckland, Nelson, the West Coast, Wellington, Canterbury, Tairāwhiti and the Hōkaiwhaka.



Mustang wheels: A group of Mustang owners outside the Lumber Jack bar and Café Owaka on Friday afternoon. Photo: GARYN DRENNAN

Sale
FINAL DAYS!









Who's are these lovely legs?
(Answer on back page)

Southern Muster 1

Getting our Car Ready

By Paul and Margaret Broadbent

Most of you will already know that we planned to take our car off the road after Beach Hop this year to do some pretty major work – replace the engine, overhaul the gearbox, tidy up the engine bay and replace the wiring. Beach Hop was to be the last fling. However, the best laid plans of man... On the Thursday of Beach Hop she blew a head gasket and ended up being trucked home – well to Mike Adams yard. And there began our journey to the Southern Muster in Invercargill this Labour Weekend.



So we needed to find a new engine. No sooner said than done. While poring over an interesting Muzzie at Beach Hop, Paul and Mike got talking to a group of Muzzie minded people and to cut a long story short one of them just happened to have a reconditioned and nearly run in engine for sale. A couple of trips to

Whakatane later and the new engine (a worked 302 with lots of Edelbrock bits) was sitting alongside the car in Mike's workshop. The guys set to stripping the engine bay, patching up, repairing and repainting ready for the next phases. While the engine was going in the car, the gearbox was sent out for rebuilding and torque converter upgrade and then it too was installed. At this point, we brought her home so Paul could work on her at every spare moment.

He removed all the old wiring, learning how it all worked and went together in the process. This was to be the biggest part of the job. Everything had to be carefully labelled and its part in the bigger picture understood. Paul spent hours laying out the new loom, getting it all wrapped and where it needed to be, and relocating the battery to the boot. And finally, on the Tuesday before we were to leave for the Southern Muster, the guys started her up for the first time since

Beach Hop. It was a very tense moment, but start she did and after a few adjustments they had her running. However, once again, the best laid plans of man... There was a strange noise emanating from the engine and with time ticking away at an alarming rate, the guys were scratching their heads about what could be causing it. With thirteen hours to go before our appointed departure time for the Southern Muster, we still didn't know if she would be ready! She was – phew!

At this point, Paul and I would like to acknowledge the very good friends who helped us on this huge undertaking:

Mike Adams, quite simply, one of the best. Mike was there every step of the way, allowing us to use his workshop, his mechanics, doing much of the work himself and providing his expertise. When we were down to the wire timewise, Mike spent many hours at our house working on the car, and this in the middle of shifting house himself. Huge and inadequate thanks to both Mike for being there for us and to Vanessa for being so very gracious about Mike spending so much time at our house.

Dave Aucamp, another who went out of his way to be helpful. Dave also spent hours at our house helping in whatever way he could and when the job required some part or bolt, etc to be modified in some way, he would just pop around to his place of business and whip up whatever was required. Thanks so much, Dave – you are a champ.

Keith Robertson, who would just turn up to see how things were going and before you could turn around, he was head down in the engine bay or boot, or be under the car doing some job or another, or would search through his seemingly endless supply of nuts and bolts to get just the right one for the current job. Thanks Keith, you made a huge difference.

Graeme Hamilton, Craig Borland, Wayne Lack and all those who either popped around when they could to help out or provide much needed support or very genuine offers of help.

It has often been said that one of the benefits of belonging to a club such as ours is that members can help each other with the various fields of expertise. In our opinion, AMOC goes far beyond that and we are extremely grateful to all those who helped us with this project, and enabled us to embark upon our road trip (and back).

Southern Muster 2 – The Road Trip There and Back.

By Paul and Margaret Broadbent

The morning of 15 October dawned probably too soon for us – it would have been good to do some road testing on the car before embarking on such a huge trip, However, circumstances decreed otherwise and with the Rundles and the Aucamps waiting we made our first attempt to get under way – nothing – no power at all! Hell fire, this is not good! Up with the bonnet, a quick adjustment and we are under way to meet the Tobins and Wards at Bombay. Phew!

Our journey was to take two weeks as we toured down the North Island, the East Coast of the South Island and back up the West Coast. We stopped overnight in Taupo, Wellington, Hanmer

Springs, Christchurch, Dunedin, 4 nights in Invercargill, Wanaka, Greymouth, Nelson, Wellington and Taupo before arriving home on 29 October.

Along the way we experienced great weather and atrocious, had some wonderful food and met some fantastic people. All this while driving our amazing cars and attracting a lot of attention because of them and our journey.

By the time we left Taupo we had seven cars in our convoy and our first destination was at Southwards Museum at Paraparaumu where we were met by some members of the Manawatu Club who had lunch with us and joined us as we were given a tour of Southwards workshops, after which we went through the museum. What a great place – fantastic cars and very friendly people.

The next few days saw us crossing over on the ferry to the South Island, driving through some stunning scenery and eating at some fabulous places such as

The Store at the top of the Kaikoura Coast, Jo Seagars in Oxford (can thoroughly recommend the dessert tasting platter!) and Fleurs in Moeraki (has to be fish there – straight from the boat to the kitchen). While in Christchurch, CMOC hosted a BBQ for us and any MMOCers who were in town. It was at the Mustang Centre and was a great night out. They provided everything, and wouldn't hear of us bringing a thing! Rob





had some interesting new cars that had just arrived in the country, some of which made their way south with us the next day. From Christchurch our Auckland numbers grew to 11 cars and approx 10 CMOC cars joined us, as well as several from MMOC – it was quite a sight! Leaving, the weather was the worst we have seen in a very long time – abso-

lutely tipping down with rain and included a detour around flooding. We were out of it by soon after Timaru and were able to relax and enjoy the trip down to Fleurs for lunch. Arriving in Dunedin, all we had time to do was check in to our



motel and then rush out again for our Speights Brewery tour, which was fascinating and probably the best part might have been the tasting at the end! By the time we got back to the motel after dinner at the Speights Ale House, we had a pretty good grounding in their product! After a visit to Roy McDonalds workshop in Dunedin we were on our way via the Taieri Mouth and Catlins to Invercargill, stopping in Owaka for lunch where we were met and photographed by the local press.

Once in Invercargill, it was time to get serious about cleaning all of our very filthy cars and preparing for Convention, which is covered in a separate article.

After the farewell breakfast and toting a good haul of trophies we joined



with some CMOC and SMOC cars for our trip to Queenstown and over the Crown Range to Wanaka, stopping for some fairly amazing photo opportunities along the way. The first was at Devil's Staircase Bluff on the road between Kingston and Queenstown – a section of road that used to terrify me as a child when it was still a gravel road that wound precariously along the edge of the lake – not quite so scary now but spectacular scenery still. The Crown Range never fails to meet expectations with its zigzag road to start with, weather extremes, the Cardrona pub and the run down to Wanaka. On one side we stopped for a photo op and the weather was balmy, barely a breeze and even sunshine. Another 5 minutes further on and what a different story – howling gale and freezing temperatures. That stop was a very quick one. Once we had dropped down again, we stopped outside the Cardrona pub for some photos and the weather was wonderful again!

After a great night in Wanaka with a BBQ hosted by my sister and brother-in-law (whitebait and wild duck were on the menu here!) and where our cars were threatened by the Mustang Exterminator, we got underway for Greymouth, once again in weather that had to be



seen to be believed. Once again, the scenery was out of this world. The Lakes are always impressive and then there were Haast Pass and the Glaciers as well. Roger from SMOC knew of a waterfall a minute off the road so that was a welcome break. Many of us didn't go up to the glaciers as the weather was appalling, although some hardy souls did and were suitably scathing about the hardness (or wimpiness) of the rest of us! The next day had us stopping at Punakaiki which was in stunning form. All the way up the coast the seas were huge and rough which translates into a spectacular show at Punakaiki (Pancake Rocks) and this was followed up with our drive through the breathtaking Buller Gorge, the highlight of which is Hawks crag where the road is literally hewn out of the rock face.

Having farewelled our SMOC counterparts in Murchison, we arrived in Nelson in time to once again check in and take off immediately for Annie and Wayne's at Southern Mustang in Ruby Bay. Having pored over their extensive range of stock, made the odd purchase, Annie directed us to yet another great eating establishment, The Golden Bear at Ruby Bay. The brew their own beer and specialise in Mexican food. Needless to say, by now we were getting pretty good at eating and drinking and made the most of the opportunity, even buying some of their beer for consumption once we could shelve the car keys for the night!

Our run to Picton and the ferry was a short one, so several of us used the spare time to visit the Vintage aeroplane museum at Omaka near Blenheim. Peter Jackson owns most of the WW1 planes there and Weta Workshops have created the lifelike dioramas that depict pretty accurate stories from WW1. As you would imagine, with the combination of Peter Jackson, Weta Workshops and an enthusiastic tour guide, we were not disappointed – it is well worth a visit if you are in the area.

After a ferry crossing that saw several of us catching on some lost sleep, we arrived in Wellington and started to go several different ways. 6 cars met up again in Taupo for dinner and the next day we were headed for Auckland, via the obligatory stop in Pokeno for an ice cream!

This was a fantastic two weeks on the road with great people for company. The highlights for me were:

- The camaraderie – we all seemed to have the same agenda of simply having a great time and we achieved that with excellence (NCEA speak!)
- Teaming up with MMOC, CMOC, BOPMOC (for their drinks in Invercargill – always great fun!) and SMOC. Convention is the best excuse to get to know more great people who are passionate about our cars.
- The food – we have surely eaten at some great establishments including some of NZ's best.

The cars – especially ours. We are still pinching ourselves that she made it so very well after such major work and no time to road test her! Approx 4000 km with only a handful of minor hiccups! She rocks!

Thank you to everybody involved in this trip. Paul and I had a wonderful time and look forward to doing it all again! Roll on Wellington!

Paul and Margaret Broadbent



Southern Muster

By Jackie Waters

You start to realise that you are doing something special when you get up at 4.30am but by the time we landed in Invercargill we were feeling the excitement. The views of the Southern Alps were spectacular with a lot of snow.

We were picked up by the shuttle and taken across town to the Ascot Hotel. Beautiful room which apparently had been used by Anthony Hopkins when he was filming the Fastest Indian (I know I am such a name dropper!!) We checked in and travelled to a workshop where, along with Wayne and Barbara Lack and Trish Smith, we cleaned Gary McCrystal's cars. Luckily we were still able to put them in the velodrome at 4.30, time for a quick clean up of ourselves and then to the Registration evening at the hotel. The goodie bags were bulging with stuff which will come in very handy in a coolie bag with an umbrella. Drinks and nibbles during the evening led into the Australia v Wales rugby game. Time to catch up with friends that we had met on the last Convention in Auckland and to make some new ones too. I didn't last the distance of watching the whole game due to my early rise.

Saturday morning we were woken about 7 with the sound of Mustangs starting up and heading off to the show. Wayne and Ian went to the show and Barbara and I met all the ladies in the foyer of the hotel from where the buses took us to the first shopping destination in town, the glass works E. Scape. We were treated to a very informative description of how the glass is fired and therefore becomes slumped glass. Some purchases were made that no doubt would make great Christmas presents. The shop sent them back to our hotel so that we didn't have to cart them around all day. Brilliant!!

After a few wrong turns due to issues with the tiny map we were given (I hear you say "It's a women thing" but no, the only man on the trip was having issues too!) we visited some great shops. I have to confess that Barbara and I actually went past some people sitting outside a café three times before we asked someone which way to go!! Quite different shops to Auckland and some lovely clothes in which one or two of us invested. The wind outside the shops was icy to us but we did see some locals (or were they Eskimos?) in shorts and t shirts. Inside the shops was a great blast of warm air as you went in and undid coats and scarves until venturing outside again and wrapping up warmly. It was fun catching up with ladies at each shop and comparing purchases. At about 2pm the bus dropped us at the Velodrome to check out the car show then back to the hotel for some R & R to recharge the batteries.

A fine dinner was put on for us at the hotel and a few beverages were consumed by all. The band was great and had most people up dancing for a long period of time.

Sunday morning the excitement of the Rugby World Cup final really began to kick in as we set off in convoy along the coast towards Riverton. We were very fortunate to be able to borrow Gary and

Kathy McCrystals beautiful convertible. What a car! I think I know what to put on my Christmas list. Thanks Gary and Kathy for letting us borrow it.



Along the way we caught a glimpse of Stewart Island and the scenery was spectacular. I particularly enjoyed the sight of the waves on the coast with a backdrop of the Alps in all their glory. Next stop Tuatapere. A very nice packed lunch was provided by the Southern Club. The usual Push and Grunt competitions were held - Auckland were hoping they didn't win the trophy as no one wanted to have to take it home (a mounted engine head). The sight of 250 Mustangs parked at the sports ground was a sight to behold in the beautiful sunshine. After some more sight seeing we arrived at Teretonga race track and quickly put the top up, unfortunately about 2 seconds too late to avoid a cloud of dust entering the car (sorry Gary) Anyone that was keen was able to drive around the track—all were very well behaved. It was amazing to watch a racing Mustang taking winners around the track on hot laps. Sadly one of the other club's Mustangs broke down and had to be towed back.

Dinner on Sunday night was again held at the Ascot Hotel as it was a great venue and most of us were staying there anyway. Whistles, mock blood, bruises and muddy knees, rugby shorts and our printed t shirts were the dress of the night for the Auckland team. Moana had organised a haka as an entrance for our members to the dinner, which led to our receiving the trophy for the best participating club. (Bigger than the Rugby World Cup) Every Auckland Mustang that entered for judging received a prize so a good effort by all. A tasty selection of food had everyone more than satisfied. Then big screens made viewing easy for all for the Final of the Rugby World Cup and had everyone on the edge of their seats until the final whistle when a collective sigh of relief went up with the celebrations.

A sumptuous breakfast was provided by the hotel on the Monday morning as we had the speeches and farewelled our new friends. We had to wait until

early afternoon for our flight so Gary Staples asked us if we would like to go with him and Dave Russell from Southern Club to the local hardware shop to see Bert Munro's fastest Indian motorbike and a collection of other old motorbikes and motors.

What a fantastic weekend! We thoroughly enjoyed it and thanks to the Southern Mustang Club.



Southern Muster 3 – The Issues

A journey such as our group undertook (just shy of 4000 km) is not without its hiccups and we certainly had a few.

With our car being so very newly on the road, we had minor issues on more days than we didn't – we lost a header bolt, the power steering leaked fluid, petrol consumption was too high, it didn't matter what we did to the tail pipe to hold it in place, it still broke free, etc, etc. It felt like everyday we needed to do some minor repair. Do them we did and we were always able to travel with the convoy.

Other cars also had spots of bother – running too rich, fuel problems, leaky top hose clamp, keys locked in the car (a modern one), losing coolant...

The tool of the trip was a wire coat hanger coupled with good old Kiwi ingenuity. One of our issues was a broken spring in the brakes. In the blink of an eye, Wayne Ward was under the car, fixing it with the wire coat hanger. In his words, "you learn how to fix things when you are stranded miles from home!" The wire coat hanger was also used to break into the car with the keys locked inside and to hold our troublesome tail pipe in place.

The purpose of this article is not to gloat over the misfortunes of others (it wouldn't work anyway as most of them happened to us!), but to again highlight the way our club bands together to help when it is required.

Whatever happened to any of the cars, the guys were all there instantly trying to sort it out. The convoy always waited for whichever car to be fixed and on the road again. It was a pleasure to be part of it and to see our club spirit in action. Long may it last!

Paul and Margaret Broadbent





AMOC Car Show 18th Sept & Prizegiving

Results

1964-66 Hardtop 1st Mike & Kay Kale 2nd Jay Thompson 3rd Shirley and Warren Hamlin
1967-68 Hardtop 1st Craig & Julia Leece 2nd Chris Fitzpatrick
1967-68 Fastback 1st Ken Smith 2nd Glenn Inansci
1964-66 Convertibles 1st Ron McRae 2nd Will Sumner 3rd Noel Attwood
1967-68 Convertibles 1st Cliff & Gail Mitchell
1969-73 Convertibles 1st Russell Douglas 2nd Graeme Hamilton
1983-98 Convertibles 1st Gary McCrystal
1999-2004 Convertibles 1st Barry McCrystal
2005-Current Convertibles 1st David Aucamp 2nd Mike Adams
1969-73 Sportsroof, Grande and Hardtop 1st Jackie Lepper
1974-93 All Models (excl Convertibles) 1st Emma Barton 2nd Phil & Annette Dunning
1964-69 GTs 1st Ian & Jackie Waters 2nd Steve Sankey 3rd Phil & Maria Scott
1994-2004 All Models (excl convertibles) 1st Jeff & Elaine Tobin 2nd Gary McCrystal 3rd Laurie Condor
2005- Current Coupe (excl Convertibles) 1st Larry & Lynette Huggard 2nd Shaun & Barbara Jackson
1969-70 Mach 1 1st Will & Pat Neal 2nd Wayne Owen 3rd Harvey Wade
1971-73 Mach 1 1st Rex Finlayson
Boss All Models 1st Clive Lonergan 2nd Wayne Ward 3rd Gary & Lesley Jenkins
Shelby All Models 1st Martin Thomas 2nd Ken Smith
Restomods—All Years 1st Brett Walker 2nd Rob Scott
Rousch/Saleen & any other 'signature' model 1st Arthur & MaryAnn Wilkinson
2nd Craig Borland & Dianna Bang 3rd Dennis Jones
Best Panel & Paint Steve Sankey
Best Engine Bay Larry Huggard
Best Interior Ian Waters
Best Display Russell Douglas
Peoples Choice Russell Douglas

The theme for the prizegiving dinner was "Back to School" and many people got into the spirit of the night, some barely recognisable!



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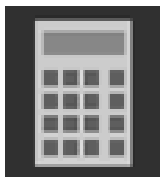
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Is This The Most Northern Mustang..?



The Shetland Islands – 60 degrees north – population 24,000, located 150 miles north east of Scotland (closer to Bergen, Norway rather than the mainland of Scotland). This group of islands are known for the Puffin populations in summer, Sheltie sheep dogs, refinery

for BP's oil from the North Sea fields, and the only pony's up here are the cute four legged ones! (And is the birth place of one Scott Laurenson).

A small township outside Shetland's capital Lerwick, Scalloway is home to Karl Moar and his 1998 Black GT 4.6ltr Mustang. Karl bought this in 2000 for £14,000 pounds from a gentlemen who had migrated to Edinburgh from Canada, who also took along his beloved Muzzy. Karl became interested in Mustangs and saw the car for sale, and promptly followed up with the owner. The car had 17,000 miles on the clock, when Karl purchased it, and over the past 10 years has added a further 17,000 miles. Considering Shetland's main island is only 60 miles long, that's a lot of cruising! The only mods Karl has done to this car is install the K&N filter and induction system, which have given him an increase in power up to 262HP.

He has taken the Muzzy out to the Faroe Islands, these are 200 miles northwest of Shetland, to attend a wedding. I'm fairly sure this is the only Mustang to visit these islands!

Karl's most worrying moments was the first drive of the car, heading to Aberdeen, a slight mishap with another car's wing mirror (oops), which of course can be forgiven if you've not driven LHD much! Leaving the car parked outside the motel in Aberdeen, was also a bit concerning, but he woke up the next morning, car still parked up and then was quickly loaded on to the ferry up to Shetland.

We're fairly sure Karl has no tickets from the local Police, it was noted while driving along (and just a mile or two over the speed limit), a cop did pull him over, who just happened to know Karl, and only inquired how his evening was going ... I'm sure he just wanted to see what sort of car was this was. While the body is straight there is a minor dent on one car door, thanks to a red car of some description, which decided to leave a bit of paint on the Muzzy, every owners nightmare!

The islands are open to the weather and quite often see horizontal rain, and snow through the winter months, unfortunately with the snow comes the salt to clear the roads, so Karl's ventures out are often limited to the summer or less snowy times of the year, as you can imagine with the salted roads, the average car in Shetland can go through several exhaust kits in their lifetime. Karl has also showed off the Muzzy in Lerwick's annual car show.

We discussed the possibility of a 50th Anniversary run through New Zealand, as we did for the 40th, you just never know we might see Karl and his GT heading down under!

Story and photos by Sandy Laurenson





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Warden Session

At the November meeting a Warden Session was held for the first time in recent history. Funds are to go to CanTeen for teenagers with Cancer. A good light hearted session.

Craig Borland—Left trophy for Best Club Participation at Convention, at home.

Had problem with water coming in windows during a session in the car wash.

Paul Broadbent—Having to stop for fuel every 130km on Convention trip.

Power steering fluid leak during show maybe should have won “only just working best display”.

Gary McCrystal—Putting nugget on tyres after Wayne had cleaned the car.

Barry McCrystal—For featuring in ALL clubs team photos. (Was this Where’s Wally?)

Steve & Karen Morris—For purchasing toaster for use in Ascot Hotel.

David Turner— For leaving Moana behind.

Margaret Broadbent—For videoing another car while Paul went around Tere tonga Track.

Mike Adams—For forgetting Rebeccas bag.

Wet pants on flight to Christchurch.

Losing all sorts of things.

Car alarm kept going off during prep day for car show.

Wayne Lack—The car he had brought into the country had alarm going off too.

Ken Smith—Locked keys in his car, then Mike broke into car to get them.

David Aucamp—Closed GPS in the door and broke it.

TAIL PIECE

Random Act of Christmas Stupidity

Maggie writes "We had a fabulous summer road trip around the South Island in a 66 Mustang, a left-hand drive. Late in Nelson, after a few drinks in town, we were pulled over by a policeman. He asked me (in the front passenger seat) if I had been drinking and conducted a breath test. I guess the howls of laughter as he took my licence back to his police car, and the lack of a steering wheel in front of me did not alert him to his error. He asked if the owner was with us and shone his torch on the registration slip—in front of the real driver with his hands on the steering wheel. We managed to keep our composure and thanked the officer when he announced we were free to go".

From NZ Herald. Submitted by Chris Fitzpatrick.

A little girl asked her father: "How did the human race begin on earth?" The father answered, "God made Adam and Eve; they had children, their children had children and so all mankind began." Two days later the girl asked her mother the same question. The mother answered, "Many years ago there were monkeys and they evolved into the human race." The confused girl returned to her father and said, "Dad, you told me the human race was created by God, but Mum said it developed from monkeys...how is that possible?" The father answered, "Well dear, it's very simple... I told you about my side of the family and your mother told you about hers."

2012 Ford Mustang Pricing Released, Mustang GT now under \$30,000

Ford Motor Company recently released the prices for the 2012 Mustang lineup. While there were a few price increases for the premium packages, the Mustang GT base package price was dropped by \$500 putting it under the \$30,000 mark. The Mustang will remain virtually the same as this year except for a few minor changes including a new Lava Red Metallic paint option (Sterling Grey Metallic has been dropped). Other new additions to the 2012 Mustang include a universal garage door opener, sun visors with a storage system and illuminating vanity mirrors. Ford is also upgrading the EPAS steering system to include three modes: sport, normal and comfort. GT prices in US dollars: Coupe base—\$29,995. Coupe Premium—\$33,995. Convertible base—\$34,995. Convertible Premium—\$38,895. Let us weep....From SA Mustang

Answer to question on Page 24 = Trish Smith