

# AUCKLAND MUSTANG OWNERS' CLUB

**PO Box 44-062  
Pt Chevalier  
AUCKLAND 1246**



## July-Aug 2011

### COMMITTEE MEMBERS

<b>PRESIDENT:</b>	<b>Craig Borland</b> <b>dianna_craig@xtra.co.nz</b>	<b>Tel: 09 536 5959</b>
<b>VICE PRESIDENT:</b>	<b>Arthur Wilkinson</b> <b>wilkins@xtra.co.nz</b>	<b>Tel: 09 476 6355</b>
<b>SECRETARY:</b>	<b>Ken Smith</b> <b>auckland.mustang@gmail.com</b>	<b>Tel: 09 479 7537</b>
<b>TREASURER:</b>	<b>Chris Fitzpatrick</b> <b>chris.f@xtra.co.nz</b>	<b>Tel: 09 486 3199</b>
<b>PUBLIC RELATIONS:</b>	<b>Paul Broadbent</b> <b>margaret@paulmargaret.com</b>	<b>Tel: 09 534 2242</b>
<b>COMMITTEE:</b>	<b>Mike Adams</b> <b>Ashley Sim</b> <b>Ross Walker</b> <b>Dianna Bang</b> <b>Steve Morris</b>	<b>Tel: 09 537 1166</b> <b>Tel: 09 534 4311</b> <b>Tel: 09 837 3679</b> <b>Tel: 09 536 5959</b> <b>Tel: 09 360 3442</b>
<b>EDITOR:</b>	<b>Jackie Waters</b> <b>j.i.waters@xtra.co.nz</b>	<b>Tel: 09 294 9117</b>
<b>WEBSITE:</b>	<b><a href="http://www.nzmustang.com/Clubs/auckland.htm">www.nzmustang.com/Clubs/auckland.htm</a></b>	

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# STABLE TALK

Editor: Jackie Waters  
Email: [j.i.waters@xtra.co.nz](mailto:j.i.waters@xtra.co.nz)  
Tel: 09 294-9117



Hello All,

Time certainly does fly when you are busy! It seems only such a short time since I was completing the mag for the previous time.

Anyway, we had a great meeting on 6th July with guest speakers Tony and Anthony Marsh, the fastest men in New Zealand. A really interesting question and answer session with plenty of statistics thrown about. A little over my head in some parts but leaves you in awe of the accomplishment of the pair and how risky the whole business is. The business part of the meeting was suitably short and the supper and socialising added to the new flavour of meetings under the guidance of Craig. A good start to the new leadership.

We haven't been out in the muzzie much lately other than taking Kirstie to the ball, on a cold and rainy evening. It was fun for her and friends to arrive in style though.

I am looking forward to a good feed of fish and chips this weekend at Kaiaua. It promises to be a good turnout by all accounts.

I hope you enjoy some winter reading here.

Bye for now,

**Jackie Waters**  
Editor

## A word from our President



It is a bit like old times! The difference however is that I cannot hide behind the title of Editor whilst writing such reports. I must respect diplomacy!!! That said, I stand apart from that well know New Zealander – Paul Henry – who was recently pulled up driving his car in LA at a reputed 129kph. Of interest to us all was that it was a bright red Mustang V8! Welcome to the start of a new financial year. I can only hope that every member feels they gain something from being part of such a great club. This year will be no different from an activity perspective. Collectively, the committee will bend their back to provide you with the value you sought. The club night has been “freshened” with the introduction of a light supper after the formalities. Our focus is also very much on entertainment – and what a start we have in store for July. Tony and Anthony Marsh – famous for producing NZ’s quickest ever dragster (5.403@268.12 mph - that beats the hell out of anything we all own!). With a dedicated committee member now hunting down celebrities and the like to join our club evenings we should have a neat year in store for you all.

I am also personally keen to hear from all club members about news that may be of interest to our members. Vehicles sold/purchased/trips to the beloved motherland (the US that is) – anything at all that our members would enjoy hearing about on our club night. This again is a new aspect to our club evening. Items of interest will be shared including news of great experiences members have had with trade’s people. We want this session to be informative. So don’t be shy – let me know. The more news I have the better. Even a Pro Charger being fitted to a late model recently imported mustang – enjoy the experience Tony!

Winter is here and it means all but hibernation for our cars. Not to say that we do not get excited when we see the sun shining on a Sunday. A drive anywhere is always on the cards. Invercargill convention is just around the corner. Like a number in the club we are heading that way. The only challenge for us at the moment – the Roush or the Mach One? One day we will wake up and know the answer. Look forward to catching up with as many of you as possible in the coming months..

Regards

*Craig*

## **AMOC REPS and their AREAS**

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

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## COMING EVENTS 2011

- ♦ *23rd -24th July 2011—CRC Speedshow—ASB Showgrounds. See page 36 for more details.*
- ♦ *31st July 2011—Hampton Downs—Motorsport Open Day. Details on [www.hamptondowns.com](http://www.hamptondowns.com)*
- ♦ *31st July 2011 -17th Annual Henry Ford Memorial Day Display and Swap Meet—Claudelands Showgrounds, Hamilton. Hosted by the Waikato Mustang Owners Club. Gates open from 8am. \$5 per vehicle. For those interested a run will depart from BP Truckstop, Bombay at 7.30am. Lot of prizes up for grabs.*
- ♦ *3rd August 2011—AMOC Club Night at Northern Sports Car Club rooms, Mt Richmond Domain, entry from Gt South Road. 7.30pm. Guest speaker from Final Touch, specialists in stone chip and scratch repairs.*
- ♦ *14th August 2011—Poker Run "City to the Shore" - starting from Domain, stops for cards and coffee at Shed 5 Deus Motorcycles and more. More details to come.*
- ♦ *4th Sept 2011- AMOC at the Movies. More details to follow via email. Numbers will be required so contact Dianna: 536-5959 or [dianna\\_craig@xtra.co.nz](mailto:dianna_craig@xtra.co.nz).*
- ♦ *7th Sept 2011—AMOC Club Night at Northern Sports Car Club rooms, Mt Richmond Domain, entry from Gt South Road. 7.30pm. Quiz night run by Ken Smith. There will be prizes.*
- ♦ *18th Sept 2011- Car show at Stanmore Bay—more to follow.*

## COMING EVENTS 2011

- ♦ *5th October 2011—AMOC Club Night* at Northern Sports Car Club rooms, Mt Richmond Domain, entry from Gt South Road. 7.30pm.
- ♦ *8th October 2011- AMOC Prizegiving Dinner.*
- ♦ *22nd—26th October 2011—National Mustang Convention—Invercargill. See Page 10.*
- ♦ *2nd Nov 2011—AMOC Club Night* at Northern Sports Car Club rooms, Mt Richmond Domain, entry from Gt South Road. 7.30pm.
- ♦ *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.
- ♦ *27th November 2011—AMOC Christmas Party.*
- ♦ *3-4th December 2011- Thunder in the Park.*
- ♦ *7th December 2011 - AMOC Club Night* at Northern Sports Car Club rooms, Mt Richmond Domain, entry from Gt South Road. 7.30pm.
- ♦ *30,31st December 2011 and 1st Jan 2012—Classic Car meeting.*



### **REMINDER**

This year's fees are now overdue. We would appreciate these being paid asap. If anyone wishes to pay by direct credit the a/c no is: 06-0185-0077863-00. YOU MUST INCLUDE YOUR NAME AS A REFERENCE. (those new members that joined in 2011 will not have to pay any more until 1/4/2012). Thank you to those that have paid already.



## **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.	



# Convention 2011

## Southern Muster Road Trip

Margaret and Paul Broadbent are organising a road trip to Convention, leaving on Saturday 15th October and returning on 29th October. For accommodation and booking details contact Margaret on Margaret@paulmargaret.com or phone 534-2242.

### **Fly/Drive option.**

Craig Borland has obtained pricing for shipping your car to Christchurch and driving from there. We are sending the vehicles in a covered truck that takes 24 hours to reach the destination. They will probably head off Monday 17 October (using Car Haulaways). The more cars we have going the better the price. Currently two are booked. Price likely to be less than \$600 plus GST.

Contact Craig for more details: 021809752 or 5365959.

If anyone is planning to go down to Convention in Invercargill, you may wish to contact Craig or Margaret re a rendezvous somewhere along the way or share details of any recommended accommodation or sight seeing stops.

The registrations forms for Convention are available from SMOC website as of 13th June.

## **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.

# Rare ‘Barn Find’

When somebody says that they have a “barn find,” it usually means a rusty, un-restored car stored away in an out-of-the-way shed or barn. The years usually aren’t kind to these cars, and many of them require thousands of dollars and hours of repairs just to be presentable. Every now and then though, something rare and really, really cool manages to survive decades of neglect mostly intact. These un-restored gems are true time capsules, which often translates to big bucks. That’s the kind of car this Hertz Shelby GT-350 is.

Hertz and Shelby had a close relationship during the mid-to-late 60’s, selling over 1,000 ‘66 GT-350 Mustangs to the rent-a-car agency. These “Hertz Specials” had a number of special options, among them special Hertz wheels and dealer-installed options. This particular ‘Barn Find’ car, fresh out of 20 years of storage and completely un-restored, has a dealer-installed brake booster, radio, as well as the K-code 289 HiPo engine and a C4 automatic transmission. It’s one of just 50 Hertz GT-350’s painted red, and one of just a handful with the optional white stripe package.

While Hertz still has some special Mustangs for rent, nobody is sure if they’ll ever approach the level of the original Hertz Special GT-350’s in terms of value or sheer *cajones* \*.

(\* Spanish – look it up. A ‘polite’ way to say what we really want to say)!



## For Sale



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### *Advertising Rates*

Mustang cars or parts ads by members are free, but anyone can advertise in these pages at a very reasonable rate. If you know someone in a car-related business, tell them about it. The following charges apply, per edition:

- 1/4 page ... \$40
- 1/2 page ... \$60
- 1 page ... \$100

The deadline for each copy is the 1st day of the month of publication, i.e., 1st of January, March, May, July, September, November.

If you wish for your ad to remain in the magazine, please advise for how long etc.

## **Vehicle Registration**

When a car becomes 40 years old vehicle registration is reduced to \$111.92 per annum. This rate becomes effective on the calendar year therefore do not register your car beyond the end of December of it's 39th year to ensure you minimise your vehicle registration costs.

# The All Ford Day

Thankfully we had another fine day again, however the day was spoiled for some over the parking across the road which as it turned out was private property belonging to the Cornerstone group (now in receivership) and decided to tow away a number of vehicles and then charge the owners over the top money to get their vehicles out. Our appeals about their actions just went over their heads and given we were also raising money for 'Kid "N" Cars" they just didn't seem to care.

Any way, the car numbers were down from the previous year from 650 to 550 and the same with walk in public by approx 1000 people down, which was caused by a number of factors, which we hope to sort out for next years event.

It appears Burger Fuel will again be on board next week and wish to become more involved with the marketing of the event and some of their ideas appear very exciting and should add a lot of value to the show.

We were also badly let down by two sponsors at the last minute (one week out) that they were no longer going to sponsor two class categories, being both the Mustang prizes, so we had no choice but to use our reserve funds to honour our commitments. Overall, the day was still very successful, and we were able to make a \$9,000.00 profit.

On Tuesday the 21 June, the All Ford Day committee at the Burger Fuel head office handed out a cheque for \$3,000.00 to Kid "n" Cars, \$1,000.00 to the local Girl Guides and each of the five Ford Clubs involved in the organising of the show a cheque for \$1,000.00.

Finally, I would like to thank all the MUSTANG OWNERS that attended the show, as this also helps this to be a great car show.

*Mike Ironside*





# Mustang Station Wagon

Lost and Found overflow—Mustang Station Wagon fact or fiction?

So in the November HCC Lost and Found, I presented a photo submitted by a reader of a 1966 (or thereabouts) Shelby GT 350 station wagon, along with a claim that Ford actually built two Mustang Station Wagons around that time. Yeah, I wasn't too sure of that claim, but it's a neat concept, and I thought I'd throw it out there just to see what kind of responses—either backing up or disproving that claim—I'd get. First one came from Jeff Pearce of Harrisville, Utah along with the photo below. It seems Jeff, who has been involved in Mustangs for more than 30 years, built the Mustang station wagon below in 1978 and still has it tucked away in one of his garages. Jeff wrote: "Other than some photos of a prototype design evaluation from "Automotive Quarterly" book "Mustang the Complete History of America's Pioneer Ponycar" by Gary Witzenburg page 100 dated November 17, 1966, Ford NEVER built any Mustang wagons, so Shelby couldn't either.

Next I heard from frequent Lost and Found correspondent Jim Davis, who ran across another Mustang wagon at a show in Minnesota this past summer. "I was looking at this car, assuming it was something some one had built and was trying to figure out what they used for the rear door when someone told me it was a factory prototype. I had never heard of a Mustang Wagon before. Yeah, so if Ford made just two of these, then we spied 'em both in real quick order.

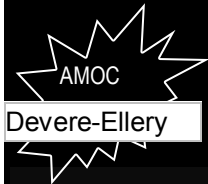
I think a lot of the rumours of factory prototype station wagons go back to late 1966, when Intermeccanica built the Mustang station wagon below for advertiser Barney Clark and designer Bob Cumberford and said wagon got exposure in the buff books of the day, including Car Life and on the October 1966 cover



of Car and Driver. According to Intermeccanica's website, the company actually built the wagon in 1965: *A Mustang Station Wagon was built for the W.J. Thompson advertising agency. The car was presented as an idea car to Ford Motor Company. (continued on Page 27)*



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# ***The History of the Ford Proving Grounds.***



***A 1925 photo of an air show at Ford Airport showing several unidentified biplanes & monoplanes.***

## **Ford Airport, Dearborn, MI**

Henry Ford became an investor in William Stout's airplane manufacturing firm, which built single-engine aircraft. However, Ford was not happy with his investment. So in an attempt to control the company he bought into, he had a 2<sup>nd</sup> Stout airplane factory built on the corner of Oakwood & Village Road. The 20,000 square foot Stout Metal Airplane Company factory opened in 1924.

In 1925, the Ford Airport was dedicated, with 2 grass runways & flood lights for night landings. It was widely touted as being the first "modern" airport in the world. The airport was the first in the US to operate a regularly scheduled passenger airline in continuous domestic service, with the Ford Air Transportation Service providing a route between "Detroit" (Dearborn) & Chicago. Ford Airport was also the first in the US to have an airline terminal for passenger use, the first in the world to have a hotel (the Dearborn Inn) designed & built for the air traveler.

The Ford Motor Company Airplane Division manufactured aircraft at this location starting in 1925. From 1925-31 the Annual National Air Tour (to demonstrate safety & reliability of commercial aviation) started & ended at Ford Airport. In 1926 Ford Airport operated the **world's 1<sup>st</sup>** flight of a commercial airliner guided by radio, using system developed by **Ford Motor Company**. Henry Ford erected the largest, most modern and only privately owned permanent dirigible mooring mast in 1925.

Apparently Stout aircraft had a poor flight record, suffering many crashes. Ford was losing money



***Ford Airport's dirigible mast was reportedly only used twice. The Army's RS-1 blimp, moored at the Ford Airport in 1926.***

rapidly, and on the night of January 27, 1926 a fire mysteriously started in the all-brick & steel plant, destroying the building. Shortly after the fire Henry sent Bill Stout on a nation-wide public relations tour and then contracted with Albert Kahn to design & build 2 new buildings – one a new 62,000 square-foot **Ford Tri-Motor** airplane factory, and the other, the **world's first airport hotel** (The Dearborn Inn).



*A 1926 photo of the **passenger terminal** at **Ford Airport**.*

Soon after Bill Stout left for his PR tour Henry was overheard telling one of his executives, "**For the first time in my life I have bought a lemon, and I don't want the world to know about it**", Never again would the Stout name appear on an airplane factory. Eventually Henry Ford bought out William Stout & turned his transportation company into **Ford Air Transport**. From 1928-29 Ford Airport's grass runways were paved giving the field the **1<sup>st</sup> concrete runways in the world**.



*A 1931 aerial view looking northwest at **Ford Airport**.*

Henry Ford built the Dearborn Inn (opening in 1931) to accommodate overnight travelers arriving at the Ford Airport. Located opposite of the airport along Oakwood Boulevard, the 179-room inn was the **world's first airport hotel**. The guest quarters along Pilots Row originally were used by the airlines' crews.

Unfortunately, Henry Ford **lost** more than **\$10 million** on his airplane division, which closed in 1933. The airport itself continued to operate for several years

more. A total of **199 Ford Tri-Motors** were eventually built at the Dearborn facility. The Tri-Motor was the **1<sup>st</sup> American all-metal**, multi-engine, commercial airliner.

In 1938 the **1<sup>st</sup> automobile test track** was laid down on the Ford Airport property. Ford Airport was still depicted as an active private airfield in the

1946 Airport Directory. It was depicted as having 2 concrete runways (3,700' & 3,200'). By this point, the airport had been converted to simultaneously serve as an **automobile testing ground**, with an automobile **test track** extending beyond the **runways**.

Ford Airport's dirigible mooring mast was demolished in 1946 and the Ford Air Transport Office moved to Detroit Metropolitan Airport in **1947**, and the **Ford Airport was closed**.

Ford Airport was shown only 2 years after it was closed, in a **1949** aerial photo. Both paved runways remained intact. A number of paved aircraft parking spots were located just east of the runway intersection. The circular clearing for the former dirigible mooring mast was still visible on the east end of the field, but it appears the mast itself had already been taken down. □



In a circa 2001 aerial photo, the remains of 2 paved runways (the longest is 3,300') were still discernible in the middle of the **auto proving grounds**.

Along the south end of the former airfield, the building farthest to the left is a **Ford Engineering** facility that was built in part of the old Ford Airplane Factory.

Looking at it today you could never tell what it was in a former life. Moving to the right, the next small building is all that remains of the powerhouse for the former Ford Airplane Factory. Today this building houses garages for prepping cars for the test track. The next building to the right is a 123' x 300' sandstone & steel hangar, where the first Ford Tri-motors were first assembled while the big factory was still being built.

The hangar was later used to house the Ford Tri-Motor airplanes. It still exists today but houses a small wind tunnel for experimental vehicles. To the south of this hangar is the Dearborn Inn. The 4<sup>th</sup> building moving to the right was built back in the 1970's and is another testing facility. Located north of the 3<sup>rd</sup> & 4<sup>th</sup> buildings is a small structure that has been heavily added onto - that is the former Ford Airport passenger terminal. Just beyond that is a concrete circle where the dirigible mast used to be.

On June 9, 2003, five vintage air-planes (including 2 Ford Tri-Motors) landed at the former Ford Airport. It was the **1<sup>st</sup> time in 56 years** the test track had been used as an airport. The planes were part of the "Taking Flight: Ford's History in Aviation" exhibit, which was one facet of **Ford Motor Company's 100<sup>th</sup> anniversary** celebration.



*A photo of a 1929 Ford Tri-Motor which landed at Ford Airport in 2003, for the Ford 100 Year Anniversary Celebra-*

The original Ford Airport hangars which still exist, complete right down to their huge glass sliding doors (now painted over). The building is now used for **'Experimental Engines'** by the Ford Motor Company." complete right down to the original hangar doors, also still exist on the Southwest side of the former airfield (along Oakwood Boulevard). They are currently used as testing labs.

Directly across from the hangars is the Dearborn Inn, constructed as the worlds **first specific airport hotel**. It is still in operation as the premier hotel in Dearborn." In 2005, Ford Airport, (which became the Ford Proving Grounds), ceased to exist. The former runways are at least covered, if not gone. Ford has completely re-structured the proving grounds and eliminated all traces of the former runways, which were still used as part of the proving ground's road-way system.



*A March 2006 aerial view looking southeast at the site of the former Ford Airport. The Ford Airport site is located north of the intersection of Oakwood Boulevard & Rotunda Drive. [The Henry Ford Museum](#) is adjacent to the airport site.*



# Wheels of Fortune

This was a new event on the calendar – and what a beauty! There is one thing you can always guarantee when an event is run by Rotary or Lions – terrific organization. That is what happened here with The Lions to the fore. Green fluros every where – and all duties performed in an orderly fashion. That said, what about the event itself.

The early start on Mothers Day was not ideal. Immediately we had a clash of activities. A mother does look forward to a lunch with their daughter on such a special day! It would do me no harm to go it alone.

Talk about sparrows! Up before the sun and a need to be at our usual BP Pit-stop venue around 7.30am. I was greeted by several fellow members and within the next 15 minutes we were heading to the raceway. The weather was touch and go – which begged the question. Would the 1000 cars anticipated turn up for the event? By 10am we had our answer – at least 800 with many optimists suggesting at least 1000. In the context of this event that was not too bad. The day improved dramatically and walk shorts became almost a necessity. And as for the cars on display? Brilliant! This event rivaled Galaxy of Cars – without doubt. All cars were parked around



the race track commencing from the start of the back straight (where we were) right through to the start of the front straight. The pits were full. Vehicles of every description – including a taste of the military. The variety was amazing although a general lack of American muscle (if that is a complaint). Many old timers there to share yarns with – arguable as to whether their cars were older than them! I enjoyed many of the conversations I had with like minded car enthusiasts. It took me two hours plus to tour the facility. There were eateries everywhere. And the public turned out in droves. It was a great first time attempt – one would suspect we might see this event again - probably in two years time.

Once again there were opportunities to mix with the members and share yarns. The public were taken by the ten odd examples we had on display (with our four



flags flying proudly in the background). I personally allowed several children to sit in the Roush for a photo opportunity. When we did a couple of laps (at an easy pace to be fair) I took a young lad who just did not stop talking. He was so excited! That is the neat thing about these events. His parents were absolutely wrapped – and

I felt good as well to make a young lads day. Such experiences were also shared by fellow members.

Yes – I will go again. I would be very surprised if we did not



achieve a better turnout than 10 cars next time. A quick blat down the back straight when I departed may have been the highlight. The car can really tramp when it is unleashed!

By Craig Borland



## Two Wheels or Four?

Late last year Gayle and I boarded a plane bound for Santiago Chile, a motorcycle tour of Peru and Bolivia was ahead of us. We joined up with 18 other bikers as we headed south out of Arequipa Peru. Leaving the beautiful city behind we soon encountered the sparse and barren landscape of the Andes, as parts of the northern Atacama Desert have never recorded a single drop of rainfall since measurements began. Turning east we blast 450k on a beautiful new highway across the Andes to the

Peru/Bolivia border. After a frustrating little bureaucratic dance with border police we are allowed through to find ourselves in the beautiful resort of Copacabana. Unlike its glitzy namesake in Brazil, this is a sleepy lakeside town on the shores of lake Titicaca which is the world's highest and possibly coldest naviga-



ble lake. As you travel further into Bolivia, you notice a huge difference between relatively prosperous Peru and desperately impoverished Bolivia, the most depressed economy in South America. When a war with Chile in the 1880's cost Bolivia its coastal port city of Antofagasta and access to the sea, it became a land-locked state and trade suffered. With the mineral wealth lurking just below the surface, the country should be hugely rich, but has been plundered by foreign interest for years.

Potosi is worth a mention as its main claim to fame is being the highest city in the world. At 4,200 metres above sea level you feel it as you try to carry your bags up to your room, there's not much oxygen in the atmosphere. At this level even the motorbikes are feeling a bit sluggish. Potosi was the largest and wealthiest city in all of Latin America by the late 1700's, thanks to huge quantities of silver and the establishment of the most prolific mines in the world. We went underground to visit one of these working mines, down on hands and



knees at times, and got a glimpse of how tough a slave's life would have been 200 years ago. The weather up until now had been fine, but now we experienced torrential rain several nights, and with 80% of Bolivian roads gravel at best, mud at worst, we were in for a slippery ride for the next couple of days - yes I did put the bike down on one occasion – but we remounted, albeit, a little sore.

Aches and pains were temporarily forgotten as we approached the Salar de Uyuni (Bolivian salt plains). This startlingly beautiful landscape covers 12,000 square kilometres and is the largest salt pan in South America. It is a bizarre motorcycling experience to be barrelling along in the middle of absolutely nothing but a white expanse from horizon to horizon. We were encouraged to try riding with our eyes closed for 30 seconds. If it weren't for tracks from previous vehicles heading in the right direction, you could easily become disorientated. Off the salt plains and heading once more for the border to take us back into Peru we were anticipating more bureaucratic problems but little did we realize what was in store. All border crossing paperwork had been completed in advance by our tour organizer, but this meant for nothing when we arrived. Firstly they had closed for a two hour lunch break, then they locked our bikes in a compound until a second lot of paperwork was completed. By now it was evening and the bikes would have to stay in overnight, although we were allowed across into Peru, and jumped a taxi to our hotel for the night.

When our bikes hadn't been released by late next morning we were ready to bar open the padlock on the compound and steal our bikes out! Finally common sense prevailed and we were on our way. A leisurely ride back along the shores of previously visited Lake Titicaca we had an opportunity to go by boat to the impressive floating islands constructed of matted papyrus reeds. Whole villages are constructed and inhabited in this manner, held in position by ropes and anchor to the lake bottom. We are now biking in serious altitude as we climb above 4,400 metres and work our way through to Cuzco, the ancient capital of the Incas, then further through their sacred valley to catch a train to mystical, magical Machu Picchu. You may have seen the documentaries but being there really takes your breath away. How did they ever build a city up there? And why? Popular modern belief is that it was already deserted at the time of the Spanish invasion, after being occupied for only a hundred years or so. It's everything you've seen and read about it, and more.

After a full day at Machu Picchu we take the train back to our bikes and we are on our way to the very heart of the Peruvian Andes. As we cross back over the

Andes some of the passes are over 4,300 metres with a mixture of great sealed roads built for motorbikes (and Mustangs), and some unsealed and bleak, not so good for motorbikes.

Next stop of real interest was Nazca, famous for the Nazca Lines, a series of incredibly huge drawings and shapes carved into the floor of the stoney Inca Desert, properly discernable only from the air. They were discovered in 1929 and current scientific belief is that the Lines pre-date the Inca culture and were created between 300BC and 700AD by the Nazca Indians. We were to take an early morning flight to view but unfortunately flights were cancelled because of a fuel shortage. We settled for the T shirt and post card. Our motorcycle safari was winding down as we headed for the mighty Colca Canyon and a chance to view the magnificent giant Condor. You have to be up early to see them take advantage of the first thermals of the day to lift them from the Canyon walls. One day later we were back in Arequipa parting with our bikes that had taken us across the Andes in both directions and covered some 4,500 kms. A short plane ride back to Santiago where we hired a cab for a day trip to the coastal port of Valparaiso and would you believe, sitting in a cafe I heard the familiar sound of a healthy V8, when along came a 66 Notchback and parked up. The owner was more than happy to let us sit in, and start up, his pride and joy – we have the photos to show. All too soon we were on the plane heading to Auckland. Foot-note – Having taken Gayle with me on some fairly challenging motorcycle safaris, she is more than keen to do the next one on four wheels. There is a whisper that Route 66 in a Mustang next year is a possibility! **By Ashley and Gayle Sim**



*From Page 16...*

Jeff Pearce said "The Intermeccanica car still exists, though it's rusting away somewhere back East."

So, case closed? Like I always say when a car's provenance is in question: Show me the absolute proof.

UPDATE (7 October 2008) Couple things. First, Fred Beck of San Antonio, Texas, alerted me to the October 1991 issue of Car Collector magazine, in which Dennis Adler tracked down the story behind the Shelby wagon that got us started on this whole topic. As suspected, that was built by Bob Hoshiko, a Mustang and Shelby restorer from California who got the idea of building it after coming



across the above-mentioned issue of Car and Driver.

The article also delves into the history of the Intermeccanica car and mentions that Ford at the time already had two internal Mustang wagon design proposals on the table, but according to Cumberland, Ford styling chief Eugene Bordinat "was incensed over the idea of an outside proposal, and Ford ultimately rejected all three designs, putting a lid on the Mustang wagon." Cumberland then tried to get Holman and Moody to build the wagon, but they turned him down as well.

Some of the details of that story are at Wolfgang Kohn's Ponysite, which a commenter alerted us to earlier this year when we discussed the Mustero for sale in Pennsylvania. Interestingly, that idea actually saw more of the light of day thanks to the efforts of Southern California coachbuilders.

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## Mustang For Sale

Italian coachbuilder Intermeccanica has built a handful of one-off vehicles over the years, including a Ford Mustang station wagon for advertising agency J. Walter Thompson. The agency failed to convince Ford top brass to put the carry-all into production, but others picked up on the idea. This one is for sale on eBay and was built by an American named Joe Ramp. He began with a 1965 Mustang hardtop coupe, stretched out the roof and added rear side glass windows. Under the bonnet is a 5-litre Ford V8 mated to a five-speed manual gearbox, a power train upgrade to help the Mustang wagon haul around the extra weight. Ramp wants \$73,500 for the car.



### Raffle Winners

#### June

Emma & Neville Barton—meat  
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Warren Hadler—tyre caps & model

#### July

John Devere-Ellery—Meat pack  
Ashley Sim—Meat Pack  
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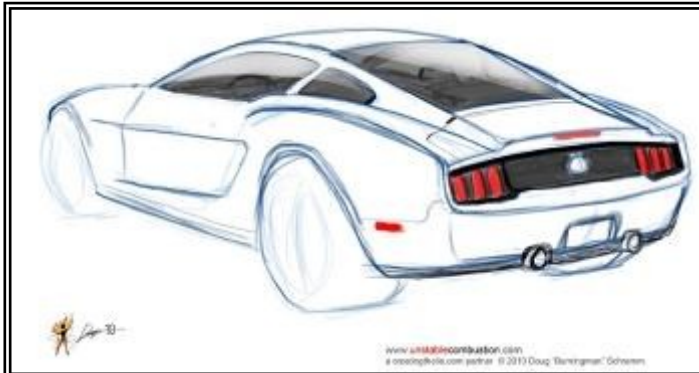
# Mustang for Kiwis?

*Courtesy of the NZ Herald (22 June 2011) we can afford to be a little excited about news relating to a potential RH version of a Ford mustang.*

Ford has denied reports that it will launch the 50th anniversary Mustang in right-hand drive as part of the carmaker's global One Ford strategy. Ford NZ communications manager Tom Clancy says reports the Mustang will be a "world car" are "speculation". Nevertheless, the reports continue to gain traction.

Ford will build a special Mustang for the muscle car's 50th birthday in 2014 and there are claims it will also appear in right-hand drive for the first time. Design studios in Europe and Australia are apparently working on it, as well as those in the United States. It will be smaller and closer in spirit to the original 1964 Mustang but will still be a proper Mustang, with V8s for the fastest models.

The One Ford strategy is designed to cut costs and reduce the number of models and platforms the company makes globally. Under the plan, right-hand drive



Mustangs could be built in the US and shipped to Britain, Australia, Japan, New Zealand and South Africa. Computer-generated images of the anniversary car show that although it's smaller and leaner, it still packs all the visual aggression

for which the Mustang has been famous. This includes recessed headlamps, a traditional C-pillar and triple lens tail-lights. Yet while it harks back to 1960s Mustangs, the new car will be the most technically advanced version ever.

It will be far lighter than the current model; for improved fuel efficiency and reduced CO2 emissions. Plus, for the first time, it's set to feature independent rear suspension. This set-up replaces the decades-old live rear axle of the current car, and should mean better ride comfort and traction.

Power will come from a new 2.5-litre four-cylinder EcoBoost turbo with about 225kW, while a range-topping 373kW 5.4-litre V8 will be available, too. Six-speed manual and auto transmissions are likely to be offered, with torque vectoring to keep the performance in check. The handling is expected to be tuned by Jost Capito and his team at Ford's Global Performance Vehicles arm

# Car Trivia

1. 1 car is stolen every 33 seconds in the United States.
2. The first car for sale in America was the Curved Dash Oldsmobile priced at \$650.00.
3. In 1924 a Ford automobile cost \$265.00.
4. It would take about 157 days to drive to the moon at 60 mph.
5. Most car horns beep in the key of "F".
6. The National Highway Traffic Safety Administration made it the law in 1968 that seat-belts be put in all newly manufactured cars.
7. The first auto insurance policy was purchased in 1897.
8. On 21 November, 1985 someone actually removed & replaced a car engine in a Ford Escort in 42 seconds!
9. The first Japanese car in the United States was the Honda Accord manufactured in November 1982.
10. 55 percent of the cars in the world in 1916, were Model T Fords.
11. An airbag moves up to 4500 mph within a second when triggered. They are designed to explode at an impact speed of 19 mph and they inflate within 40 milliseconds of a crash.
12. The first Porsche 356 was introduced in 1948.
13. Ferrari makes a maximum of 14 cars every day.
14. There were only 107 models of the Ford GT40 made of which only 7 were road cars.
15. The first car radio was invented in 1929.





16. Luxembourg has the most crowded roads in Europe with 570 cars per 1,000 people.
17. The first cars used a lever instead of a steering wheel.
18. In 1938 Buick introduced the first electric turn signals.
19. Traffic lights were introduced in 1914 and were manually operated with an officer controlling them from a booth near the intersection.
20. The first car race in the United States was held in Chicago in 1895, 6 cars lined up. The winner was J. Frank Duryea, whose average speed was 71.5 miles per hour.
21. The first gas gauge appeared in cars in 1922.
22. The world's cheapest car is Tata's Nano in India about \$2500.00.
23. Year after year the Honda Accord tops the list as the most frequent car stolen in the U.S. along with the Cadillac Escalade, Honda Civic, Toyota Camry and Ford F-150.
24. 173 new inventions by women for cars had been reported in 1923. 2 of them were an electric engine starter and a carburettor.
25. The automobile is the most recycled consumer product in the world today.

**Taken from Articlesbase.**

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## Mid Winter Xmas Dinner

This is the second time we have organised a mid-winter Christmas Dinner, courtesy of the Howick Club. 44 members attended, which was a fabulous turnout - considering everyone had to brave cold and miserable winter conditions and travel from all parts of the city. Inside, where it was lovely and warm, we gathered for pre-dinner drinkies, but it wasn't long before we were able to "tuck" into the traditional Christmas feast of turkey, ham, veges and yummy Christmas Pud and Pav. Santa did an early test run and left fun pressies for all. After the feast, most tripped the light fantastic on the dance floor (I think, more so to work off all that Pav!!!!) A great night, with great company, and it had stopped raining when we left the venue. **By Craig and Dianna Borland**

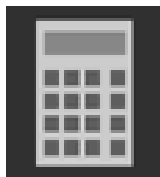


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# CRC Speedshow

AMOC have been invited to partake in the CRC Speedshow at the ASB Showgrounds on Saturday 23rd July.

We join the Meguiar's Car Crazy Charity Cruise which leaves Smits Group/ Meguiar's headquarters at 59 Greenmount Drive, East Tamaki at 10am Sat 23 July. Arrive ASB Showgrounds approx 11am, complete a couple of laps around the outdoor arena and park the cars for all to admire until about 2-3pm.

The Meguiar's Car Crazy Charity Cruise is open to Customs, Classics, Hot Rods and Street machines and they are hoping for 150-200 cars to take part.

Price: Family pass \$45 for everyone that's in the car (so squash them in!) Half the proceeds will benefit the Starship Children's Health. Meguiar's will also give each car a goody bag.

Instructions: To join the charity cruise, your car must be 'show and shine' ready and **you need to register**. The following details will be required: Vehicle details, Driver's name and contact number, Photo of the car (jpeg format), Confirm payment of entry fee. Deposit \$45 per car into the following account: Smits Group Foundation : 12-3110-0054564—00. Ideally Smits/Meguiar's would like one combined list of all AMOCers who are attending so if you can send your details (as listed above) to me (dianna\_craig@xtra.co.nz) by 11th July, I will be able to collate.

However, if you want to register direct, please send your details (as listed above) through to Rachelle at Smits Group (rachellea@smitsgroup.co.nz)

Thanks

**Dianna**  
**Events Co-ordinator**



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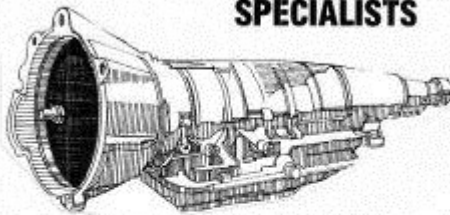
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Anthony ph(0210272-9179) email ([alpine7949@clear.net.nz](mailto:alpine7949@clear.net.nz))

# TAIL PIECE

Three mischievous old grandmas were sitting on a bench outside a nursing home when an old grandpa walked by. One of the old grandmas yelled out, "Betcha we can tell exactly how old you are..." The old man replied, "There is no way you can guess that, you old fools." "Sure we can!" Yelled one of the grannies, "Just drop your pants and your underpants and we can tell your exact age." Embarrassed just a little, but anxious to prove they couldn't do it, he dropped his drawers. The grandmas asked him to first turn around a couple of times and to jump up and down several times. Then they all piped up and said, "Your're 92 years old!" Standing with his pants down around his ankles, the old gent asked, "How in the world did you guess?" Slapping their knees and grinning from ear to ear, the three old ladies happily yelled in unison..."**We were at your birthday party yesterday!!**"



A man in Scotland calls his son in London the day before Christmas Eve and says, "I hate to ruin your day, but I have to tell you that your mother and I are divorcing: forty-five years of misery is enough." "Dad, what are you talking about?" the son screams. "We can't stand the sight of each other any longer," the father says. "We're sick of each other and I'm sick of talking about this, so you call your sister in Leeds and tell her."

Frantic, the son calls his sister, who explodes on the phone. "Like hell they're getting divorced," she shouts, "I'll take care of this." She calls Scotland immediately, and screams at her father, "You are NOT getting divorced. Don't do a single thing until I get there. I'll call my brother back, and we'll both be there tomorrow. Until then, don't do a thing, DO YOU HEAR ME?" and hangs up.

The old man hangs up his phone and turns to his wife, "Okay," he says, "they're coming for Christmas—and they're paying their own way..."