

Pony Express

July - August 2017



1967 FORD MUSTANG

Sports Sprint Coupe

Engine: 289 Windsor
Transmission: C4 Auto
Differential: 8" 2.79 ratio
Wheels: American Racing
Torque Thrust 2



History:

This car was originally built in San Jose and produced on July 24 1967. It was imported to New Zealand in April 2007. Full restoration then started, taking 18 Months to complete. ALL restoration work was completed in the owner's home garage
Owner: Craig & Julia Leece

Mid-Winter's Dinner, Annual Prizegiving,
CRC Speedshow, Gold Card Runs
and more





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AUCKLAND MUSTANG OWNERS CLUB

PO Box 44-062
Pt Chevalier
AUCKLAND 1246


July / August 2017

EXECUTIVE

PRESIDENT:	Tony Powell di.tony.p@xtra.co.nz	Mob: 027 7778 380
VICE PRESIDENT:	John Dorking johndorking@vodafone.co.nz	Mob: 0275582984
SECRETARY:	Ken Smith auckland.mustang@gmail.com	Mob: 021720728
TREASURER:	Daphne Frigault treasurer.aucklandmustang@gmail.com	Mob: 0211115951
EDITOR:	Mike Powell amoc_newsletter@icloud.com	Mob: 027 9114 711
SPONSORSHIP & PUBLIC RELATIONS:	Craig Borland dianna_craig@xtra.co.nz	Mob: 021809752

COMMITTEE

MEMBERSHIP:	Graeme Townley rgctownley@kinect.co.nz	Mob: 0211719666
MEMBERSHIP SERVICES ASSISTANT:	Ranee Prasad ranee.prasad@gmail.com	
APPAREL:	Margaret Mudgway margaret.mudgway@xtra.co.nz	Mob: 0272019918
EVENTS ASSISTANT	Eric Neary eandneary@gmail.com	Mob: 021555502
WEBSITE:	www.nzmustang.com/Clubs/auckland.htm	
FACEBOOK:	Search for AMOC Members	



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LIFE MEMBERS:

Ross Walker
Sam Shackleton (*deceased*)
Shaun Jackson
Neville Barton (Club Historian)
Craig Borland and Dianna Bang

Ken Smith
Wayne Lack
Mike Adams
Ian Waters



Stable Talk

Welcome again to this the 4th Pony Express for 2017. We hope this edition will provide a brief distraction from the constant bombardment of news connected with the upcoming General Election.

It has been a wet and ghastly winter but it most certainly hasn't dampened the spirits of those "loosely employed", and yes I can confidently say that as an envious wage slave, from attending the monthly Gold Card runs that John Lipanovich has been organizing. Also featured, we hear from our new President Tony who shares some thoughts on key areas of focus for the club in the year ahead, we take a moment to reflect on the midwinter dinner and awards night, and with a special thank you to Craig Borland and Dianna Bang, share their recent NASCAR experience at the Daytona International Speedway.

Don't forget to send in your news, views and photos. We would love to hear from you!

Finally with the over abundance of rain and there being few events taking place these last two months, it seemed fitting to travel back in time to last year's convention, yes, who can forget it! This month's cover shot is of Craig & Julia Leece's stunning '67 and we congratulate them on being this year's winners of the Len walker Memorial Trophy.

Wishing you the best in health
Mike & Cass

A Word from the President



Tony & Diane Powell

When Diane (Di) and I joined this club in 2012, I never in my wildest dreams thought that 5 years later I would be writing my first column for the Pony Express as your Club President. Thank you for your support and the kind words of congratulations and support I received on the night and since from many of you.

Thank you once again to Immediate Past President Ian Waters and those members of the last committee who did not seek re-election, Margaret Broadbent, Bruce Lewis, Charles Quintal, and Merrin McCreadie for all your hard work and valuable contributions you made to the club, in some cases over a great many years.

Time seems to have whizzed by since the Club Elections in July. The new committee has met twice and is coming together well. I personally am very pleased with the composition of the club committee that was elected, which I believe is an excellent blend of long standing club experience, recent committee continuity and significant new blood.

Thank you Craig, Ken, Michael, Daphne, Graeme, Margaret, John, Eric, Ranee and Deanna for putting your names forward for election to the club committee and I personally hope that you all enjoy the experience and feel that it was worthwhile being involved in the running of the club.

Aside of the things that crop up along the way that the committee will inevitably need to deal with throughout the year, there are five key objectives I am focused on us being able to tick off come election time July next year, these being:

1. Successfully launching to the club the new cloud based Club Member Management System. There will be a presentation at the September Club Night for members about how it works and what it can and will do, and I encourage as many as possible of you to come along. It also happens to be the Club Quiz Night as well, which is always great fun.

2. At least have one club event per month throughout the year where members can get out and use their car.
3. Develop attractive Sponsors and Advertisers packages and market them with the intention of developing a strong family of Sponsors and Advertisers who are there for the long haul. I am particularly keen that through success in this area we help to fund the increasingly quality publication Michael and Cass are turning Pony Express into with every edition.
4. Stemming from item 3 the more funding streams we can develop while continuing the work of many past committees in carefully managing club finances, the more we can give back to the membership in terms of subsidising of events and where possible fully funding events.
5. Raising the visibility of the club to members North of the Brynderwyns through more events in that part of the country and a regular get together similar to a club night on a regular basis.

The most important thing is that this is your club, and a club that has every reason to be proud of itself, and while we have a great management team, none of us professes to have all of the answers to everything, so please never be shy in coming forward with ideas, concerns brick bats or bouquets we always want to hear from you.

Enjoy the beginnings of spring.

Tony



AMOC 2017 Committee. From left: John Dorking, Graeme Townley, Margaret Mudgway, Ken Smith, Eric Neary, Tony Powell, Ranee Prasad, Daphne Frigault, Craig Borland and Deanna Dial. Missing from photo: Mike Powell

AMOC Members Facebook



David Aucamp

July 24

Enjoyed a great day at Noosa Hill Climb yesterday. Great racing. Some went hard, a few crashed, but very enjoyable. No rain, cool in the morning but about 20 degrees from 10am onwards. Some interesting cars. Here is a small selection of the 120+ entrants.



Bernice Powell

July 30

Nothing like going on a 200 Klm cruise for a picnic and a bit of exploring, stunning winters day!



Janna Webster

July 13 - Dargaville, New Zealand

Picked up my lightning blue ecoboost today! Absolutely love it



Eugene Mcwatt

July 27

I require urgent help for this weekend for the Caffeine and Classics where the 1st 500 cars get a free wheel wash thingy
I require a reasonable person to tow my mustang with Tracey and Nathaniel to pick up my free bottle of wheel wash
Maybe 2017 Eco-Boost

I am unavailable to attend this event I have prior arrangements with Steve at Classic and American restoration services where we are going to attempted after several coffees and steak and cheese pies to modify my Chev Truck extremely louder so I can no longer hear Tracey's riveting conversations (love you babe)



Got a story or a picture of a recent trip? Don't be shy, post them up and you might get published.

Event Calendar 2017

Month	2017 Club Nights	2017 Events
August	2 nd	27 th Vintage Car Club (Warkworth Run)
September	6 th Quiz Night	3 rd MOTAT (Fathers Day) 10 th Henry Ford Memorial Day Hamilton 15 th - 17 th Sandown 500
October	4 th	1 st Pukekohe Track Day 5 th – 8 th Supercheap Auto (Bathurst 1000) 22 nd Glenbrook 40th Anniversary Celebration 20 th -23 rd Convention (Invercargill)
November	1st	3 rd -5 th November ITM Auckland Super Sprint (Pukekohe) 12 th Poker Run 26 th Maungaturoto Car Show 24 th -26 th Coates Hire 500 (Townsville)
December	6th Quiz Night	17 th Club Christmas Barbecue (Shakespeare Bay)

Event Calendar 2018

Month	2018 Club Nights	2018 Events
January	No meeting	
February	7 th BBQ Clubroom	21 st -24 th Americana (New Plymouth)
March	7 th	21 st -24 th Beach Hop (Whangamata)
April	4 th	
May	2 nd	

AMOC 2017 Apparel

To place an order, contact Margaret Mudgway at 0272019918

Product	Price	Comment
Nitro Shirt Mens	\$ 55.00	Standard Embroidery (Club Emblem on Front) Pony on Rear
Nitro Shirt Ladies	\$ 55.00	
Nitro Contrast Panel Jacket	\$ 100.00	
Flash Polo (Mens)	\$ 40.00	
Flash Polo (Ladies)	\$ 40.00	
Flash Polo (Kids)	\$ 40.00	
Vibe T Shirt Round Neck (Ladies Only)	\$ 35.00	Standard Screen Print (Club Emblem on Front) Pony on the Rear
Vibe T Shirt V Neck (Ladies Only)	\$ 35.00	
Fleece Vest (Mens)	\$ 50.00	Standard Embroidery (Club Emblem on Front) Pony on Rear
Fleece Vest (Ladies)	\$ 50.00	
Dri Gear Spliced Zenith Tee (Kids)	\$ 35.00	Standard Screen Print (Club Emblem on Front) Pony on the Rear
Dri Gear Spliced Zenith Tee (Adults)	\$ 35.00	
Dri Gear Raglan Tee (Mens)	\$ 35.00	
Dri Gear Raglan Tee (Ladies)	\$ 35.00	
Glacier Puffa Jacket	\$ 100.00	Standard Embroidery (Club Emblem on Front) Pony on Rear
Frontier Puffa Vest	\$ 55.00	
Nitro Sports Caps	\$ 20.00	Standard Embroidery (Club Emblem on Front)

Extra's	Price	Comment
Extra Embroidery Front or Rear (Small)	\$ 5.00	Same size as the standard club Logo
Extra Embroidery Front or Rear (Large)	\$ 10.00	



GLACIER PUFFA JACKET



FRONTIER PUFFA VEST



NITRO CONTRAST
PANEL JACKET



DRI GEAR SPLICED
ZENITH TEE



FLASH SNAG
RESISTANT BIZ COOL
POLO



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COTTON
STRETCH TEE



VIBE COTTON STRETCH
TEE



DRI GEAR PLAIN TEE



MICROFLEECE PLAIN
VEST

AMOC Mid-Winter's Dinner

8 July, Soljans

Contributed by Mike Powell

So the night finally arrived. That's right the mid-winter annual dinner. This was not however going to be any ordinary dinner. The outgoing committee had decided that this year's dinner would be amped up and provide the stage for the annual prize giving. More importantly, this move was also taken by the outgoing committee to ensure members could enjoy the AGM without the need to stare at the floor during the re-election of committee members and of course the fear of going home with no trophy but a club committee role instead. Yes, that's right the gift that just keeps giving!

To further mix things up, the venue also moved from the Howick Club to Soljans Vineyard and Estate in Kumeu. Yep, a massive win for the Westies.....Chur.

And so the 100 strong contingent of AMOC'ers turned up, looking remarkably different with shorts, singlet's and tees giving way to tuxes, suits and of course the ladies looking radiant in their evening wear.

It turned out to be an absolute cracker of a night, with everyone enjoying a sumptuous dinner (of which there certainly was no shortage), having the chance to mingle and of course honouring this year's prizewinners.

Of course such an event takes a lot of planning, so a huge thank you to club's outgoing VP, Master of Ceremonies and now our new President, Tony Powell for organizing such a brilliant evening.







2017 AMOC Club Trophy Presentations

President's Trophy

President's nomination for the member who gave the President the most assistance throughout the year.

Margaret Broadbent



Len Walker Memorial

Best presented Mustang consistently & nominated by the holder.

Craig Leece



Attendance (Gary Queenin Memorial)

Attended the greatest number of meetings & events.

Mike Powell



Most Improved

Attended the most events & improved their car in that time.

Mark Raams



Gareth Evans Memorial

For positive contribution by an associate member.

Merrin McCreadie



Barry Bender Memorial

Member who has presented the cleanest car consistently at club events.

John Lipanovich



Carroll Shelby Memorial – Personality Trophy

Voted on by members.

Tony Powell



Mel Eddie Memorial

Member who has been most help to the club this year.

Craig Borland & Dianna Bang



Who was Barry Bender?

Contributed by John Lipanovich

Who was Barry Bender? At the recent AMOC awards dinner I was very fortunate to win the Barry Bender Memorial Trophy, quite a surprise! After a week or two of proudly displaying my cup to anyone unfortunate enough to mention it, I had a thought, WHO WAS BARRY BENDER? Barry, a well spoken polite man, joined AMOC in 1996. Having tried unsuccessfully to buy Ross Walker's 69 Mach 1 Barry managed to buy the very nice white Mach1 belonging to Jim Jackson. Prior to the Mustang ownership Barry and wife Nellie were keen sailors. Together they travelled to the 1996 Convention in Palmerston North with Nellie's concern for the car prompting her to sit by the window at the Waiouru café stop to watch the car. At the car show their car was parked next to Neville Barton gaining them great advice on how to prepare a car to show. Barry was fastidious (fussy for you Graeme Hamilton) in the prep of his car, hence the trophy for cleanliness. At one point wanting to buy an original 69 Mach1 jack, he not only bought the jack but the Mach1 parked beside it with Nellie's cheque book! The fleet now numbered two. Barry was on the 2000 Convention organising committee and Treasurer of the Concours committee. Barry passed away on the 1st of February 2005. I am honoured to have won the trophy and special thanks to club historian Neville Barton for helping me know something about the man whose family donated this trophy in his memory.



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Convertible
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Shelby mats including boot mat
5.4litre super charged engine
6 speed gear box
Brembo brakes
Mood Lighting
HID lights
3inch SS JBA exhaust system (gives the car a true V8 sound plus more HP)



This car is a real head turner
Car has been in NZ since 2010, so outside of the 4 year hold for left hand rule.
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Might look at part trade of older mustang
Ph Mike 0275 930326

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NASCAR Experience - *Is it Worthy of the Hype?*

Contributed by Craig Borland

The planning of our recent six week adventure centered around one critical venue – but we will leave you to guess what! Not one of the more difficult assignments you will have. Of greater significance – which track venue held the greatest appeal? In the end based upon our desire to target the month of July that was easy – Daytona International Speedway.

After spending one month in Europe we boarded a Virgin Atlantic flight and during the hours of daylight (you guessed it – nine odd hours of viewing movies) we headed to Miami. A 6pm arrival and after picking up a rental (a Chrysler 200 – the 6 cylinder baby to the 8 cylinder 300 series) we headed for our beach side resort for a good night's sleep and an early start for our drive to Daytona. Starbucks beckoned for a latish breakfast and we finally arrived at this beautiful beach about 3pm. Our accommodation was modest but with a wonderful fourth floor view of the beach – and the pelicans which fly a prescribed route flanking the hotels throughout the day. At times we thought they might fly into our room!

Tickets for the race were purchased from NZ with ease but it was inevitable that on the morning proceeding the evening Xfinity race we would do a reconnaissance of the set up. This proved critical. What did we learn? Despite no roof on the stand umbrellas are banned. Tough when the day temperature was 93F. You could take food in to the venue. Subway far superior than their offering of burgers, fries, hotdogs and pizzas. And all at hugely inflated prices. But the more critical lesson learnt – you guessed it - parking. Some 20 minutes' walk to the venue entrance, the cheapest was the carpark at the shopping centre. The price – US\$40. The same price as entry into the Xfinity race! Two days racing therefore cost US\$80.

Qualifying for the Xfinity race and the Sprint cars was at 2pm that day – the Xfinity race scheduled to start at 7.30pm that night. I did it alone that first day – parked up, walked in, took up a seat that was one of the few with shade. On the first day your ticket allowed you to sit anywhere – and you had a stadium that is about one mile in length and four tiers to choose from.

The cars qualify singularly. One warm up lap and one qualifying lap only. That is it. One car on the track at a time. You must use practice to get the best out of your car. The cars sound great – between 850 and 900 horsepower. Engineered to be noisy. That is what makes this event so special. Earplugs? More about that later.

After qualifying a large gap in proceedings. Time to visit the merchandise shops and spend US\$200. Yes, I know – I am a cheapskate. But my accent got me through. They love our kiwi accent over there – even if their first guess is Australian. I grabbed my seat after 7pm with heavy skies in the offering. In this part of the world isolated thunderstorms are inevitable on a daily basis. You are either lucky or unlucky. The race got under way on time and the combined noise of 40 cars was deafening. To be honest I personally felt it was musical! But could I hold out without resorting to earplugs? You bet! And this noise is repeated frequently every time there is a yellow flag – which is often. But Houston, we have a problem!! Lap 6 and the rain started falling. Behind the pace car for 5 laps – then they were parked up. At 10pm it was still raining so I decided to head home. At 11pm I heard from my hotel that the race suspended until the next day – a noon start with the sprint cars at 7.30pm that night. So Dianna was about to experience both races – not quite what she had planned.

We arrived about 11.30am that day and took up one of the few shaded seats under extreme heat – 93F again. The race recommenced and despite being scheduled for a 3pm finish it transpired we had a 5pm finish. Yes – you guessed it – more rain. In the end the race took close to 22 hours to finish. A Camaro unfortunately – but a very talented young driver (William Byron). My driver (Ryan Reed – Mustang) crashed out mid race after looking promising.

The big race loomed. We took a brief walk then headed to our allocated seats for the race – along with some 80,000 others. To be honest it looked to us like 100,000. If you suffer vertigo – forget about attending. A thrilling view from the third tier surrounded by an amazingly well researched audience. Great banter with our neighbors. Plenty of pre-race entertainment including a fly-by of two supersonic jets. It does not take long to work out the crowd favorites – by a substantial margin – Dale Earnhardt Junior. At the opposite end of the spectrum – Kyle Busch. This sort of detail alone will forever change my perception of NASCAR when I view on Sky Sports.

The cars formed up after plenty of nostalgia as the organiser's reflected on the amazing contribution made by the armed forces. It was at this point that we realized that when it comes to fallen heroes literally everyone in the audience was a friend of some fallen comrade. Rather sobering. As the cars thundered past on the warm up laps Dianna made the big call – ear plugs. For me I was going to guts it out. Forever the true sportsman! The cars roared away and the adrenalin pumped. This was sensational – the ultimate experience for a V8 lover. The race was a long one – 600 miles. The track is 2.5 miles. In reaching 200mph you gain a true sense of what speed is about. Which means the crashes are spectacular.

My favoured driver is Joey Logano. The car featured prominently at times however it was ironic that during a period in mid pack he came to grief – with none other than Kyle Busch. Now I know why he is disliked (actually that is not the reason for most people. It is all about his persona. He is actually a rather accomplished driver and not known for dirty tactics). So I had one more driver to fall back on – my man from the Roush Fenway stable – Ricky Stenhouse Jr. I even have a greater reason for following his endeavors. He is the partner of Danica Patrick. Everyone's pin up girl.

So from racing mid pack Ricky clawed his way into the top ten and when it came to the mad dash at the end (after another safety car) Ricky won the night. Everything had gone to plan.

So the memories were special. Hot, sticky, violent thunderstorms, torrential rain – but let us ignore the weather for a moment. Unbelievable views from the stand the sheer magnitude of which defies belief. Two levels within the stand underneath that you can walk up to one mile each way with eateries and merchandise galore. The professional way the race is run – and for spectators the ability to understand where the cars are placed thanks to an electronic screen depicting the placings of the cars. Listening to 40 cars each with close to 900hp thunder by is earth shattering. To be fair only just bearable without ear plugs. But what the hell. You might say to me I am mad but I can no longer hear you! With better organisation we might have considered being dropped off at the venue. The 15/20 minute walk to the front gates is some distance – the US\$40 per day to park is all but a rip off. But you have no option. Having said that one could not allow such a negative spoil the overall experience.

A bucket list item for certain – and not just for the guys.





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CRC Speedshow

22 - 23 July, ASB Showground

Contributed by Eugene and Tracey McWatt

Who would believe it has been 12 months and we are back at the 2017 CRC Speedshow, ASB Show Grounds, Greenlane.

Once again, the set-up day was Thursday 20th July, I was trailered in by Steve from C.A.R.S Pukekohe to be part of the Teng Tools Hot Rod Show. Where Mike Powell with his 2009 GT 500 and Ron McRae with his 1965 K Code drove their vehicles in the Auckland Thunder Storms and spent the day detailing their cars.

They were part of the Classic Cover Insurance The Old and The New display. There was a large variety of cars within this category.

Within the same Pavilion was an amazing 5th Generation Mustang by Craz-E-horse project an Electric Vehicle with unbelievable estimated 2000HP (WOW)

On Friday, it was judging day and Media for the Teng Tools Hot Rod Show, we were asked to leave by 11am, there was no public viewing for any of the show, but final preparation where been made by the exhibitors.

Saturday and Sunday the show was open to the public, I believe the numbers were down as Auckland had very bad weather.

I would like to thank Tracey, Nathaniel and Steve and his Team from C.A.R.S Pukekohe for the ongoing support where we were featured again in the NZV8 Magazine – September issue 2017



Gold Card Run 25th July

Contributed by John Lipanovich

After all the rain who would have believed we would be standing in the sunshine for a 10.45am depart from Cornwall Park.

First stop for the day was the Automobile Association Breakdown Centre in Great South Road Penrose. Numbering 12 we were met at the Centre by Richard Legae, the Technical Training Officer and AMOC Club member. Richard has a very nice 66 Mustang and has worked for the AA for 33 years.

We were shown the workings of the call centre by Vanessa who explained the various aspects of incoming calls (NZ wide), types of membership and the dispatching of some 1500 call outs per day. Noteworthy, amongst us, were AA members dating back to 1968, 72 and 75. An interesting visit for our members and a trip down memory lane for myself, having worked for the AA for 18 years.

Next stop the TSB Bank Centre (Old Pah Homestead) at 72 Hillsborough Road for lunch. Beautiful old building and well worth a visit if you are interested in Art with some great pieces set out in the garden. Turned out making a reservation was a good idea as it had us all seated at the one table, albeit on the shady side of the verandah.

All in all a good interesting few hours and once again a DRY drive home.



Gold Card Run 22nd August

Contributed by John Lipanovich

Four out of four! The weather gods have been very kind towards our runs with another beautiful day for run four.

Fifteen club members with twelve cars, including Craig and Dianna's new Hurst special, set off to Brookby for a shed visit organised by Ashley.

The property consists of ninety acres with a dwelling and a number of smaller outbuildings, many of which are leased out, and a massive main building. This building was used by the previous owners as an indoor horse training and dressage facility. It now houses about fifty cars from barn finds in various state of repair to a 1967 Shelby GT500.

The owner intends to leave a lot of the vehicles as they were found and restore the others. Included in the collection is Jonah Lomu's 350 Chev powered Mercedes, a T Bird with thirty thousand miles on the clock from the American Embassy in Japan, a Mercedes section, Chrysler section (with an e49) Corvettes even a Nissan cube!!!! The property is a work in progress with a café nearing completion and plans for a skid pad at the rear. The intention of the owner is to open up to the public more. Storage is available on site if you are looking for space and this place is one to mark down for a possible club visit in the future when the café is open.

Our next stop was the Five Stags Café in Whitford (formerly the General Store) for lunch organised by Craig and Dianna. A very nice lunch on the verandah capped off another enjoyable mid week run. Thanks to Ashley, Craig and Dianna for their input and with Eric's help September's run is taking shape.



Southern Muster – 38th National Mustang Convention

Invercargill – Labour Weekend 2017

Not much has changed, so we are rerunning the same article from the last Pony Express as it all still applies.

Time is running out for your Highlands registrations – get these in urgently if you want to have a blat around one of the best Motor Sport Parks in the country!

PLEASE NOTE: Do not send me your money! This needs to be deposited straight into the AMOC account with a reference of Highlands and your name.

Accommodation and Bookings:

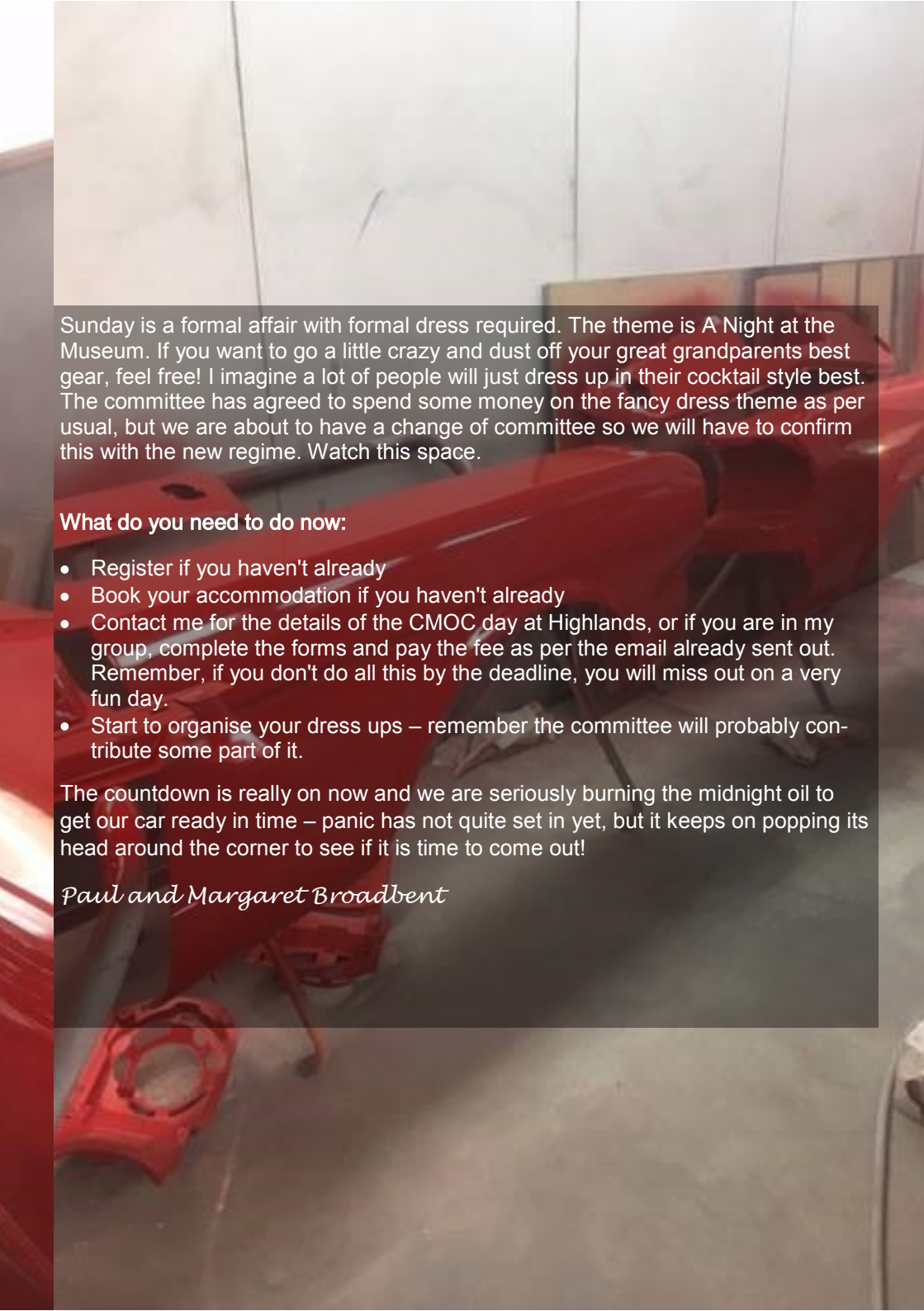
By now we will all have our accommodation bookings made and our registrations in. If you haven't registered yet, please go to <http://nzmustang.com/Conventions/Conv2017/conv2017.htm> to download the form and get it in to SMOC.

Highlands Motor Sport Park Event:

CMOC have sent out their information regarding the day at the Highlands Motor Sport Park in Cromwell and it promises to be an exciting event. If you haven't received this information, and if you are not in the group Paul and I are leading you won't have it yet, please get in touch with me as soon as possible. There are some very specific instructions and deadlines, and CMOC are advising they will be strictly adhered to. If you don't register for this ahead of time, you won't get in on the day. You can reach me at margaret@paulmargaret.com

Dress Up Themes:

Saturday night is a casual affair with a theme of Southern Hoedown, so break out your best jeans, checked shirts, cowboy boots and cowboy hats! I mentioned in a previous update that I had an idea for a grand entrance by AMOC, and those plans are being put into place, but we'll keep security high around exactly what we are going to do. For those attending, you will be asked at some stage to undertake some simple training when we are in Invercargill!

A red vintage car body is shown in a workshop setting. The car is positioned diagonally across the frame, with its front end towards the bottom left. The background consists of a light-colored wall with vertical lines, possibly from a garage door or partition. The car's body is a vibrant red color, and some mechanical parts are visible underneath. The overall scene suggests a restoration or assembly project in progress.

Sunday is a formal affair with formal dress required. The theme is A Night at the Museum. If you want to go a little crazy and dust off your great grandparents best gear, feel free! I imagine a lot of people will just dress up in their cocktail style best. The committee has agreed to spend some money on the fancy dress theme as per usual, but we are about to have a change of committee so we will have to confirm this with the new regime. Watch this space.

What do you need to do now:

- Register if you haven't already
- Book your accommodation if you haven't already
- Contact me for the details of the CMOC day at Highlands, or if you are in my group, complete the forms and pay the fee as per the email already sent out. Remember, if you don't do all this by the deadline, you will miss out on a very fun day.
- Start to organise your dress ups – remember the committee will probably contribute some part of it.

The countdown is really on now and we are seriously burning the midnight oil to get our car ready in time – panic has not quite set in yet, but it keeps on popping its head around the corner to see if it is time to come out!

Paul and Margaret Broadbent



@ Leo Waters

New Members' Corner

We welcome the following new members who have joined AMOC in July and August.

Dennis Martin & Lonnie Mellars – 2012 GT Fastback

Glenn & Viki Trainor - Yet to purchase

Graeme Bowler & Francie Lawless – 1969 Mach 1

Murray & Shona Bowden – 2007 Shelby

Jeff & Janette Poole – 2017 GT Fastback

Neil Hosking – 2017 GT Fastback

James Whitworth – 1967 Coupe

Dennis Martin & Lonnie Mellars



Occupation:

Retired (With 7 Day Weekends)

Describe your Mustang:

2012, 5.0 Coyote GT Premium

Automatic

Color - White

Black Leather Interior

What got you interested in Mustang?

Always liked the vehicle. Friend in Christchurch had one which he sold to a lady in Auckland. I am a member of the Canterbury Mustang Club too.

Hobbies outside of Mustang:

Boating, fishing, watching rugby, watching motor sports.

What are your favourite TV programmes?

All sports - V8. History - Documentaries

What is your choice in car cleaning products?

Use car valet.

If your garage was on fire what two things would you save and why?

Mustang, then Audi then other personal property.

What do you enjoy doing with your Mustang?

Driving - showing it off to other people.

Future Plans:

Join the club - meet other Pony owners; do meets + beach hops outings, etc.

What is your dream Mustang?

The one I have - has all I want.

The Ford Logos

Contributed by Mike Powell



So Mercedes have AMG, BMW have M, Audi have MTM. Yes you can see where this going, right? Ford has got SVT, no wait a minute SVE, or is it FPV, or is it Team RS? Hopefully the following helps demystify it.



Team RS traces its roots back nearly 60 years from the Lotus Cortina and Twin Cam Escorts of the mid 1960s. It was through the first RS Escorts of the 1970's which led to the founding of SVE (Special Vehicle

Engineering) in 1980. Through the 1980s and 90s, SVE delivered a range of exciting vehicles from the exciting XR and RS branded road going performance cars and through homologation specials including the now very much revered Sierra Cosworth RS500 and RS200. The first of the ST vehicles to appear in 1996 was the ST24 Mondeo. Not stopping there, the first vehicles resulting as collaboration between European and North American Ford performance teams appeared in 2002 as the ST170 Focus (Europe) and SVT Focus in North America. In 2003 Team RS replaced SVE in Europe through an integration and bringing together of the performance car and motorsport teams.



The **Mustang SVO** was a limited-production version of the Ford Mustang sold from 1984 to 1986, during which time it was the fastest, most expensive version of the Mustang available. Although it departed both physically and mechanically from any prior version of the Mustang, it held the same spot within the lineup, both in terms of performance over "lesser" variants and in prestige, as

had variants such as the Shelby-tuned and "BOSS" Mustangs of the 1960s and 1970s.



The Special Vehicle Team (SVT), in no small part helped by the SVO group was established in 1991 and officially launched in North America in 1992, for the purpose of creating low volume factory produced

vehicles designed for the driver who was passionate about the idea of driving being high-powered passionate experience, not just a means of getting from home to work. The result being that since the 1993 model year, Ford have produced more than 250,000 SVT vehicles including the SVT Mustang Cobra and the Cobra R, the SVT F-150 Lightning, the SVT Focus, Ford Mustang Shelby GT 500 and the F-150 SVT Raptor.



Not to be left out, of course the Australians had to have a go. The roots of Ford Performance Vehicles (FPV) can be traced back to 1991 when English automotive engineering company Tickford began

collaboration with Ford Australia to produce high-performance variants of the Ford Falcon, and was responsible for the birth of the XR6 and XR8. In 1999, Ford Tickford Experience (FTE) was launched and the now famous down under line of T series Falcon and Fairlane models were to follow. In 2002 following the purchase of Tickford by Prodrive, the Ford Performance Vehicles Company was formed as a joint venture between Prodrive and Ford Australia. This partnership saw the return of the iconic "GT" nameplate, which had not been seen since the mid'70s since the XB Falcon. Over the years, and in addition to Falcon, FPV expanded the high performance range to include the Territory and saw many model name plates well known to Ford Loving Aussies and Kiwis including F6, F6 Typhoon and Tornado Force 6, Force 8, GS, GT, GT-E and GT-P.

Throughout this period, FPV was heavily reliant on global design and made use of the 5.4L Modular (Boss) V8 and 5.0L Coyote (Miami) V8 engines in addition to the locally made 4.0L Barra.



| **FORD PERFORMANCE**

From 2009 SVT and Team RS officially began working together and in 2015 combined with Ford Racing to establish Ford Performance. The goal has been

to devise a strategy for all future global performance Ford cars. The resulting Focus ST is Ford's first truly global performance car, giving drivers around the world the opportunity to share exhilarating performance, excellent handling, addictive sound tracks and enhanced sporty designs.

The mantra of Ford Performance is "Innovation through performance" and is represented by the 4 cornerstones of development:

- Performance
- Substance
- Exclusivity
- Value

A small and select group of Ford vehicles get to wear the Ford Performance badge and are now available globally. These include:

- Fiesta ST
- Focus ST
- Focus RS
- Shelby Mustang GT350R
- F-150 Raptor
- Ford GT

Now of course on top of the evolution of in-house Ford developed vehicles, Ford and several third party companies have and continue today to provide modified versions of the highly popular Ford Mustang including Shelby, Roush, Steeda, Saleen, Gaffoglio, Hennessey but we will examine this in the next edition of the Pony Express.

Sources:

Ford Motor Company

Various Online Resources

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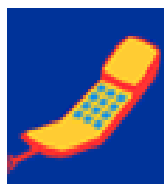
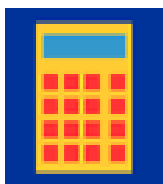
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