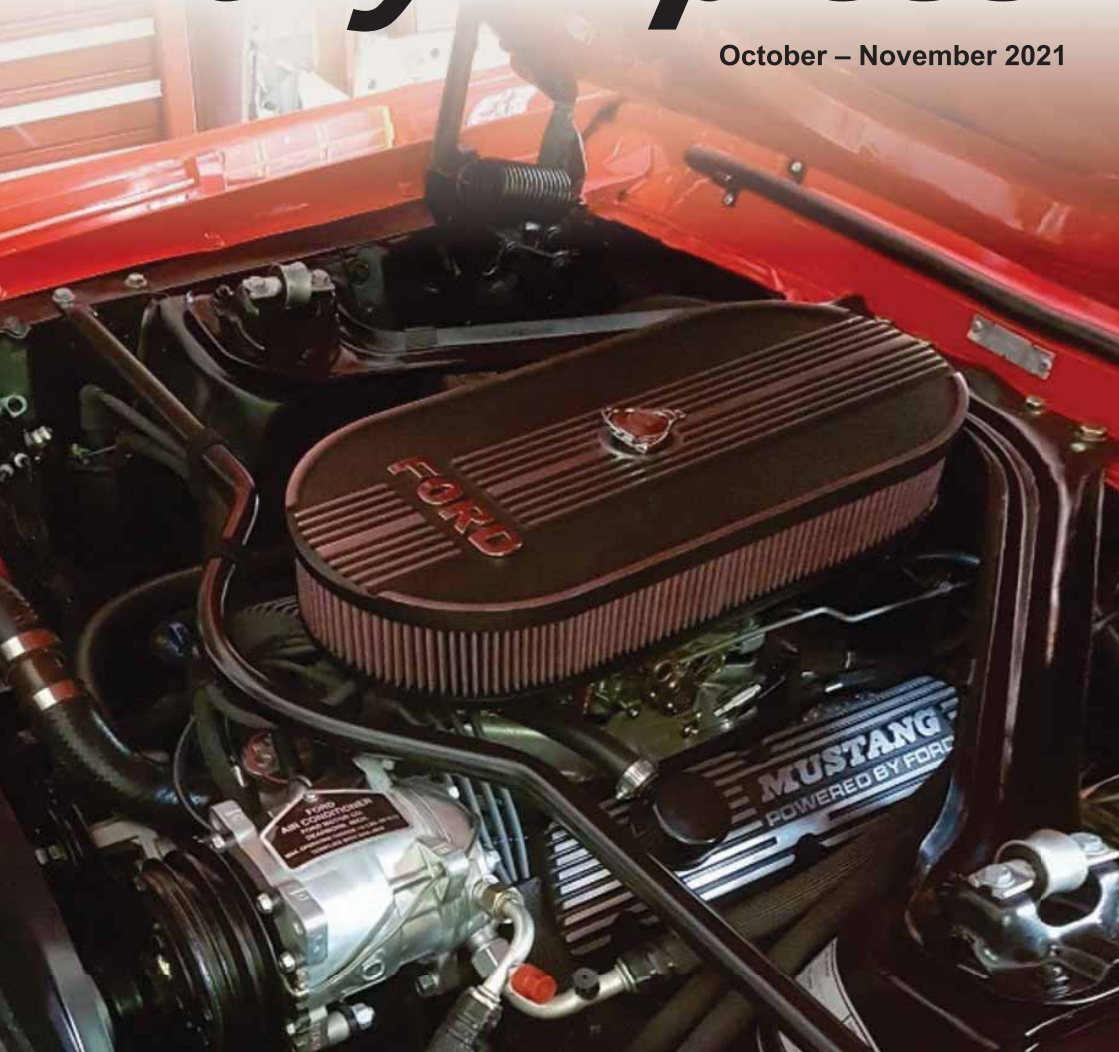


Pony Express

October – November 2021



GT California Special, History of the Mustang Logo, Labour Weekend in Tauranga, Stone Chip Repairs . . .



AUCKLAND MUSTANG OWNERS CLUB

PO Box 44-062
Pt Chevalier
AUCKLAND 1246

October – November 2021

New Committee for the year 2021-22 as voted on at the Annual General Meeting of the Auckland Mustang Owners Club held at the club rooms on Wednesday 7th July 2021.

EXECUTIVE COMMITTEE

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COMMITTEE MEMBERS

Mike Spray	John Lynn
Stephen Havill	Shaun Jackson
Daphne Vesper	

WEBSITE: <https://aucklandmustang.com>

FACEBOOK: AMOC Members

Cover photo: Chris Fitzpatrick's 1968 GT California Special.

Contents

President's Report	3
AMOC members hold own convention	5
New Members	8
California Made it Happen!.....	6
2011 GT/CS California Special.....	14
Pony Express: The History of the Mustang Logo	16
Car Guys - Five Senses	20
Labour Weekend 22-23 October	22
Stone Chip Repairs	25
AMOC Apparel	27
Committee Profiles	28
Labour Weekend in Tauranga	32

Life Members

Ross Walker (Founding Member)
Sam Shackleton (Deceased)
Neville Barton (Club Historian)
Wayne Lack
Ken Smith
Shaun Jackson
Mike Adams
Ian Waters
Craig Borland & Dianna Bang



Honorary Life Members

Len and Ruth Walker

President's Report

In my six years writing President Reports, this has to be the only one where there has been so little to write about. This current pandemic has certainly made its presence felt as we have had to literally shut the club down whilst under this current level. As to the future well only time will tell and the Government will provide the appropriate guidance. I must give our Communications officer Rick a big thank you for putting this edition together, arranging content wasn't easy when there is nothing happening within the club.

It was terribly disappointing for the Bay of Plenty Mustang Club to have to cancel their Convention this year. This event was 7 years in the planning, their very first Convention and without any doubt a considerable amount of time and money invested by a group of dedicated people in making sure that this event was going to be a boomer for all of us to enjoy. Their turn to run another Convention will be 7 years away now, oh boy, I really do feel for them. However, they were able to arrange a low key, two day event for those who decided to still come and enjoy the Bay. They arranged a visit to Mustang specialist, Dale Mathers workshop on the Saturday and a run to Rotorua on the Sunday. A report from BOP is in this issue along with a report from Murray Urquhart one of our AMOC members who now lives in Taupo. Murray and Elizabeth were our sole AMOC representatives in the Bay and Murray has sent in an article on their experiences.

So, to the future, Labour weekend 2023 will be Auckland's turn to run the Convention so early next year we will be setting up a sub-committee to organise and manage this event. Yes, we will be looking to the members to assist us in this task. To date arrangements have been confirmed for the car show venue which will be at the Vodafone Events Centre in Manukau City next to the water park and the hotel next door has been block booked by the club as event headquarters for accommodation and the social activities.

In terms of the Mustang world, I am sure that the most of you will have noticed the increase in classic car values both here in New Zealand and in the US in recent times. I would suggest that in the last 6 months I have seen a 20%+ increase in values across both markets and the question is, will it stop there? I don't believe it will as some people are looking at classic cars as an investment choice or have decided to put their spare funds into a classic car that they can get out in and enjoy. Maybe this has been a long term dream for some!!! Certainly, overseas travel is not going to be easy in the future.

I'm not one to consider fuel prices but I did read a poll recently in the NZV8 magazine which was conducted on social media posing the question of whether these record prices of fuel affect how much you will drive your car this summer. The result was a tight 60 – 40 split in favour of respondents who said “no”. I wonder with the prices at the pump if the side effect of the 40% who said “yes” will have on events this summer. Not so much racing or showing our cars but in the car parks of the public who would normally attend and wander around admiring the cars on display. At least we have gas to burn unlike our friends in the UK.

It is my intention to stand down from the Presidents role at the clubs AGM in July next year after serving the club for 6 years. So, the committee are now looking to the members for a replacement for this position. This is a very rewarding position as the club is well setup for the future with systems in place which ensures the smooth running of this dynamic club. Please don't leave it to the same people who have put their hands up for many years now. Fresh ideas ensure a vibrant club.

Please stay safe out there, hopefully our freedoms return before Xmas so we can get out there and do some serious cruising and hey, enjoy the read.

Ken

AMOC members hold own convention

Mike and Faye Berry

It wasn't to be for the Bay of Plenty Mustang Owners Club, so we had our own Labour Weekend Mustang car display.



New Members

Martin Dell		R2R3
Mike Scanlan	2021	GT Convertible
Phillip Stokes	2021	Mach 1
Grant and Wendy Keates	2016	GT
Simon Rangihaeata	2016	RTR
Barry and Edith Scott	2020	GT Convertible
William and Fiona Guy	2020	GT Fastback

California made it happen!

Owner – Chris Fitzpatrick



Original sales brochure.

Between 1967 and 1968, the state of California, alone, was responsible for 20% of all Mustang sales, which gave the regional dealers the clout to ask for, and market their own Mustang. Lee Grey was the Southern California district sales manager for Ford and looking for something unique to the Mustang range. Also, at this time, Coral Shelby was playing around with a Notchback concept car he developed to study the possibility of creating a Shelby coupe. He had built Notchback race cars, but not a car for the public to buy. From this concept development came the prototype GT500 Coupe called 'Little Red'. This was a supercharged 428, C-6 automatic coupe that was dressed up in bright red paint, Shelby 10 spoke wheels, wooden Shelby steering wheel, a black vinyl roof, 67 Shelby style bonnet with hood pins, Shelby side scoops and ducktail deck lid with 65 thunderbird lights, modelled from the Shelby convertible.

Lee Grey attended the Ford Preview event for the new 1968 Fords at the Los Angeles Coliseum in August 1967, where he saw the Shelby GT-500 prototype coupe. It was on display to gauge market response to a possible Shelby Notchback Mustang. Lee saw this as an opportunity to use the elements of this

prototype to market his 'California-Only Mustang'. He met with [Lee Iacocca](#) in L.A., and the decision was made to bring the car to Dearborn to develop a limited-edition Mustang. First, it was known as the "GT/SC", as a nationally available Sport Coupe, then, after some discussion, it was developed as the GT/CS. (California Special that also happen to be Carol Shelby's initials) Shelby Automotive, now part of Ford, was assigned the task of designing and engineering the necessary parts and assembly procedures for the GT/CS. This was done right alongside the development of the 1968 Shelby's. The GT/CS fiberglass parts were crafted at A.O. Smith, in Ionia, Michigan, which included: the rear ducktail deck lid and end caps, taillight panel, and side scoops, all Shelby manufactured.

The GT/CS was unveiled to California dealers on Thursday the 15th of February 1968 at the Century Plaza Hotel in Los Angeles where it was greeted with great excitement and 1000 units were immediately ordered. The car was so popular it also sold in Kansas City, Dallas, Salt Lake, Seattle, Phoenix and Canada, well outside the original concept of California only.

On April 4, 1968, during production of the GT/CS, a second Shelby coupe prototype, the "Green Hornet EXP-500", was built by Shelby Automotive based on a GT/CS purchased from Ford. Shelby wanted to test a number of developments, fitting a 428 CJ big-block V8 with Conelec fuel injection, a six-speed automatic designed in-house, an independent rear suspension, disc brakes all round, and side stripes.



1967 Little Red Concept Shelby Notch and 1968 Green Hornet Concept Shelby Notch.

'Little Red' and the 'Green Hornet' were the only two Shelby coupes produced (other than the race-only '67 coupes). Both were prototypes. To this day all other Shelby Mustangs are either Fastbacks or Convertibles.

The Mustang GT/CS features included: stripped out Grille just like a Shelby car. Rectangular Marchal fog lights were originally fitted to 68 GT fog lamp mounts. At an early stage of production, the Marchal lights were made illegal for

California Highway use, this led to a recall of the cars and Lucas rectangular lights were retrofitted with a tubular stand bolted to the wide Grille trim.

The additional features are, twist-type DZUS hood pins, the GT vented Bonnet with integral turn signals, side scoops, pop-open gas cap, (with corrallated mustang) fiberglass rear ducktail spoiler deck lid, and taillight panel with 1965 Thunderbird taillights (non sequential), quad exhaust pipes, Side stripes with the "GT/CS" die-cut logo, along with a rear deck lid stripe and Chrome quarter panel script.

The GT/CS was only ever available as a coupe, but you could choose from all standard Mustang colors of 1968 and all Ford engine and transmission combinations. Thus, each car could be totally unique, which makes the GT/Cs the first real special edition Mustang offered to the public with the ability to customize each area of their vehicle from Factory. Ford wanted the Californians to be able to buy a Shelby Style Car at a Mustang price. This is what makes the original 68 cars so special and unique.

There engine options started with the inline 200cid six, though most were produced with the small-block 289/302 with hand full made with the 390 or 428 Cobra jet engine, with Auto or Manual options. All regular production factory and dealer options for 1968 Mustang coupes were also available for the GT/CS, other than options that would conflict with the GT/CS package, such as fog lights or C-stripes. The GT option package was available on the GT/CS so some, but not all, GT/CSs are also GTs.



The GT/CS was only build for 5.5 months in 1968 in the San Jose plant (All GT/CS VIN number start with 8R01) with a total production number of 4118, while on the production line alongside the GT/CS a total of 4451 68 Shelby cars were produced.

Towards the end of the manufacturing run in 1968 there were 251 GT/CS Mustangs sent to Denver, Colorado to be rebadged as High Country Specials. In theory these should be more collectable than the GT/CS, (251 produced only) but for some reason they are just not as popular. (Therefore, final total GT/CS production number was 3867). Production at the San Jose plant ran from the 17th of February 1968 to the 30th of July 1968.

The marketing theme for this limited edition was 'California Made it Happen!' a

variation on Mustang's national marketing theme and commercial jingle, 'Only Mustang Makes it Happen!'

The 1968 Mustang GT/CS is now the fastest appreciating special edition Mustang from the 60s as can be attested by the recent record sale of a Blue one here in New Zealand and the recent money offered on another New Zealand car. It's the only Mustang Notchback ever mass produced, with genuine Shelby Parts, that comes close to being a Shelby Notchback, thus Shelby collectors are including them in their collections. This renewed enthusiasm for the GT/CS is partly driven by Paul M Newitt, an American who has written a few books on the GT/CS but nothing like his latest edition which is endorsed by Ford and Shelby and covers every detail of the GT/CS from a concept, to existence, with detail drawings and pictures of the history.

The now sold-out book, is an individually numbered limited edition of 2000 copies ever printed. Limited to 2000 copies to ensure, it too became a limited collector's item like the original 1968 GT/CS. If you can find the book, it now sells for well over the original sale price, and includes the development of the 2007 S197 GT/CS.



AMOC has a couple of original 68 GT/CS cars in the club and one belongs to Chris Fitzpatrick, which is a heavily optioned car that he has owned for 18 years. Its Marti Auto Works reports shows it was produced as dealer/demo stock, and is one of the eight cars that went into production on the 1st of February 1968. These eight cars were hand built and completed on the 13th of February (Monday the 12th was President Lincoln Day). Seven of those cars went to the official dealer launch on the 15th of February where the first 1000 cars were ordered. The GT/CS then went into production on the 17th of February 1968 and the first customer received their car on the 1st of March 1968.

This car of Chris's features in the Ford/Shelby endorsed GT/CS Book and Chris gets a mention in the credits at the front of the book by the writer Paul Newitt along with another New Zealander who also assisted with information for the book. Chris's book is personally signed by the Author and Chris's GT/CS production number is 141312 and his book is number 1312 of 2000 books.

*If you want more reading on the GT/CS just google '**10 of the Greatest Mustang models ever made**' and 85% of what comes up, features the 1968 Mustang GT/CS.*



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2011 GT / CS California Special

Owners – Clive and Catherine Dennis

We've always liked Mustangs and only had the opportunity to get one (now two) in recent years. We purchased this car in 2016, after looking at an '08 Shelby, as we really wanted a limited-edition Mustang. This California Special is one of 3,642 built that year and one of 279 produced in Ingot Silver.

The 2011 GT/CS has some additions from a standard Mustang of the same year, including wheels, graphics, seats, carbon door inserts and other styling enhancements. Before importing to NZ, this GT/CS only had one owner, aside from dealerships.



In 2010, Ford reintroduced the California Special package for its 2011 Mustang GT models. The new California Special Package (402A) is the first built on a 5.0 litre Coyote engine in a Mustang GT.

The 2011 California Special package 402A includes a unique chrome billet grille with a tri-color Mustang pony logo, for 2012, Ford replaced the chrome billet grille with a black plastic unit that retained the tri-bar Mustang logo, GT/CS faded side stripes, unique lower fascia with fog lights, unique "GT" 19-inch rims with 245-45/19 tires, California Special decklid "faux" gas cap emblem, premium GT/CS floor mats, pedestal rear spoiler, unique rear fascia, California Special interior with unique carbon finish on door panels, instrument panel and leather seats. Available in coupe or convertible body styles with a manual or automatic transmission. The option for the 402A California Special Package was \$1,950.00 USD.

The 2011 colors (faded GT/CS side stripes are black, or stripe delete)

- Black, Race Red, Red Candy Metallic with tinted clearcoat, Performance White, Ingot Silver Metallic and Grabber Blue.



California Specials were originally produced in 67/68 and then a big gap until 2007-2009, 2011-2014 and 2016 – 2017. Clive's early cars are proof that he's been a petrol head from his early days, as after an initial flirtation with Morris Minors and an Anglia Panel Van, Clive soon got the bug for hotting up a Transit van – initially with a 250 Falcon motor and then with a 302 V8, when the Falcon motor simply didn't cut the mustard. Seems his choice of residing in West Auckland is rather fitting!

Recently, Clive and Catherine got the opportunity to purchase a tidy 1969 Notch Back and have recently had the engine and transmission rebuilt. Clive's spent significant time getting the car into great condition – the work Magnum have done on the engine is sublime.

While Clive's had the '69 out a couple of times, it appears I'll have to find another worthy recipient of the breakdown trophy as there seems to be little chance of it breaking down – maybe it just needs some 'help'. After all, I know of a perfect location for this trophy in his upstairs trophy cabinet...

Although Clive takes meticulous care of both Mustangs, they're both driven on a regular basis and maintained in showroom condition.



Pony Magic: The History of the Mustang Logo

Article - Ken Smith



Clark's original wooden pony.

The legendary Mustang pony logo was almost a Cougar, a chess piece or a musical note. Allegro, Avanti, Torino, and Cougar - they were the original suggestions for a new car Ford was producing in the 1960s. Thankfully, the Blue Oval settled on [Mustang](#), and like the galloping pony logo, it was off to the races. Fifty-some years later, we've seen a bunch of evolutions to this particular equine, which is always galloping west (left). According to Lee Iacocca, "The Mustang is a wild horse, not a domesticated racer," which he said after the horse was placed the opposite way, to look the way it does on a horse racing track.

Now let's look back at the history of the famous trademark. Of the four body designs, Ford picked Gale Halderman's 'Cougar', which featured a big cat sprinting in the grille. That was the car that would eventually be sold as the 1965 Ford Mustang. The [Cougar](#) name went on to the Mercury division, replacing the Cyclone marque and using Mustang underpinnings.

The Mustang name first appeared on a 1962 concept called Mustang I, and the galloping horse was made up by designer Phil Clark. That summer, designers gathered to look at the sketches for the badge and chose Clark's version with the galloping horse, and the red, white and blue bars behind, signalling the marque's American heritage.

A second concept was made in 1963, helpfully called Mustang II, but the proportions of Clark's logo were too tall to fit in the grille. Design studio modeler Charles Keresztes was told to make a new version for the Mustang II and the eventual production vehicle. The II was the first public appearance of the pony in the "corral" in October 1963. The final logo had the horse in a sprinting position with its tail out horizontally instead of angled upward.

Ford also considered a logo that looked like a profile view of a knight from a chess game.

The red, white and blue tribar treatment was ditched in favour of a Roman numeral 2 for the Mustang II production vehicle. The horse's head also went more upright. The tribar returned for the 1994 SN95 Mustang after it was on hiatus during the Fox Body years. Frank Thomas, who worked on the name research, is quoted as saying that Mustang rose to the top "because it had the excitement of the wide-open spaces and was American as all hell."

Thank goodness Allegro wasn't chosen: the logo would have been a [speedy musical note](#).



Knight from a chess game.



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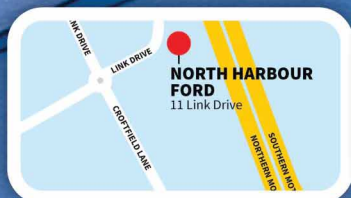
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Car Guys - Five Sense

Article - Ken Smith

There are five basic senses for humans, namely sight, hearing, touch, smell, and taste.

These five senses are in constant use every day for people because they help us figure out the world around us, including the world of Classic Cars.

The first sensory cue is sight. This sense may be the most important sense for car guys because old vehicles have a distinctive retro style that is clearly not from 2021. For example, the outlandish fins found on the back end of a new car meant the vehicle was built when Elvis was young, skinny, and dominating the radio air waves with his brand of outrageous rock and roll.

Tailfins on cars were largely amputated by the early 1960s, but they are an excellent example of the sense of sight as it applies to the car hobby.

The second sense pertaining to the car hobby is hearing. There is a distinctive sound to a free-breathing big block V-8 engine, a sound that becomes very evident when the engine is bigger-and the mufflers range from meagre to non-existent.

A header exhaust will help the big engine breathe a little easier, plus it will help increase the decibel level to the meagre or non-existent mufflers. The unbridled sound of a monster engine is a symphony of massive horsepower sounds for car guys.

The third sense that is a part of the car guy equation is touch, an underrated sense that is a vital part of the car hobby. The main reason is every car project will require a keen sense of touch to complete the task.

The obvious example for a sense of touch are the highs and lows in metal repairs on a car body. Every car guy will see the Grand Canyons and Mt. Everests in their finished paint job if they have no sense of touch. This sense is critical to professional auto body guys and is a vital component of a successful build.

Mechanically speaking, a sense of touch is necessary to start a nut or bolt, feeling around for what the eyes cannot see, proper tool use, and a million other reasons that are a fundamental part of an old car project.

Number four on our list is taste. This sense may seem like a tough fit in the world of car guys, but taste is also a vital component of the car hobby. For example, condensation on the inside of a car's windshield may not be the result of simple condensation. A taste test may indicate a larger issue if a car guy swipes the windshield moisture with his finger and finds a bitter flavour in the condensation. The taste test would not have a distinct flavour if it was water molecules on the windshield glass and the bitter flavour indicates engine fluids have been released into the car's heater core-or the heater core itself has developed a leak.

The fifth and final addition to our list is smell, a sense that is vital to the well-being of a vintage ride. A good example of this basic sense is any occasion when a car guy smells something burning because this aroma is never a good one when it comes to cars—unless it's roasting the rear tires or race fuel. Otherwise, something hot enough to give off a strong burning smell indicates something has failed or worn out within the mechanical system of the vintage ride. An experienced car guy may even zero in on the issue based upon the aroma.

Most car guys should have plenty of respect for the five senses because they are a big part of their world in the hobby.



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Labour Weekend 22-23 October

Article - Carole Seymour | Photos - Gavin Osborne

When you get lemons (a Covid-19 cancelled National Convention that was seven years in the making) you make lemonade. That's exactly what BOP Mustang Owners Club did over the 2021 Labour Weekend. A number of people from other Clubs still decided to make the journey to BOP, so BOPMOC decided to give them a big BOP welcome and organised some activities, all within the Covid Level 2 parameters. There was a great turnout from Southern (yes, all that way), Taranaki, Manawatu, our own Club members from BOP and some members that live in Level 2 from Waikato and Auckland.

Saturday morning started with a 61 car turn out, meeting up at Tauranga Crossing. After a brief introduction and welcome by Bruce the President, every one started their engines and the rumble of V8s filled the car park. Cars headed out and on the way Julie handed out goody bags, consisting of a nice little emergency phone charger from Repco, and goodies from Whittakers, Burger King, Jelly Belly Beans and brochures about the sights of Rotorua (a big thank you to the sponsors Burger King, Whitakers, and Repco).





From Tauranga Crossing it was a mere five minute rev up to Dale Mather's Coastline Automotive premises. There, we were delighted to hear from three mighty legends of motor sport. Paul Fahey (NZ saloon car champion), Ray Stone (multiple championship winning race engineer) and Grev Hesketh (legendary kiwi race mechanic). The people they know, the places they have been and the experiences they have had are amazing. What a special moment to hear their stories, meet them and even get their autograph on some specially made posters. Our huge thanks to Dale for welcoming us and also sharing his cool projects with us. Also thanks to the ladies on the committee for the coffee and delicious home baked cookies which were very appreciated in the unseasonal cold weather.

After Dale's we convoyed to the Minden Lookout enjoying the local winding country roads and the resulting spectacular view of Tauranga Harbour, the Mount and beyond. Afterwards some went off for lunch towards Tauranga, while others drove to Omokoroa for a lovely lunch overlooking the car ferry and beach.

Sunday morning began with a 37 car turn out in the rain, once again meeting up at Tauranga Crossing. A 'Closest to the Cone' was conducted, bravely in the rain, by Charles and Heather. A Waikato member won a bottle of wine for his 60mm from the pin effort! The Mustangs fired up and departed for Tauranga via Hamurana, around the top of Lake Rotoura and on to the final park up at The Village Green, downtown Rotorua.

A big thank you has to go to the following people who made the weekend such a pleasure:

Philippa, our Club secretary, who fielded umpteen emails and phone calls up to and during the weekend and kept everything running like clockwork. Dave Flett for organizing the goody bags, and Dave, Julie, Philippa and Bruce for putting them together. Bruce, Charles and Heather for organizing and arranging the meet up at Dales as well as organizing the daily runs and run sheets. Heather and the other committee ladies (sorry if I don't name you) for the home baking and the coffee on Saturday morning.

To the Mustang Club members from out of town. We thank and applaud you for making the trip to the Bay of Plenty, despite the cancelled Convention. We appreciate you coming and we are happy you had some fun while you were here.

To BOPMOC members for supporting the weekend despite the sometimes cold and rainy conditions. Without your support, friendship and laughter it would not have been a such a success.

Our thanks also go to the National Convention Committee, lead by Grant Robb, who worked so hard for seven years on the National Convention.

New friendships were made, muzzy stories were swapped and the weekend just didn't seem long enough. I think we made some great lemonade. Now we are looking forward to seeing you all next year in Taranaki for the 43rd National Mustang Convention.



Stone chip repairs

Article - Ken Smith

Stone chips are a common feature in car paintwork, usually across the front and on the bonnet. They create small, deep and very localised damage in the paint. Stone chips are difficult to avoid, but they can be fixed. This is a simple and effective method of protecting your vehicle, ignore them and they will turn to rust very quickly.

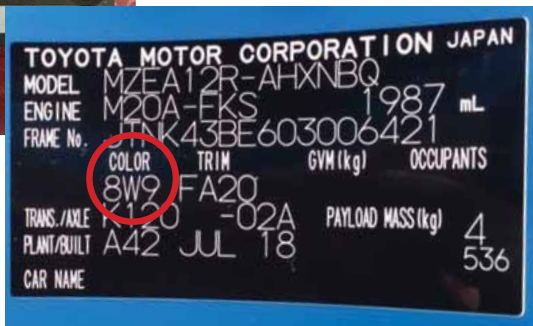
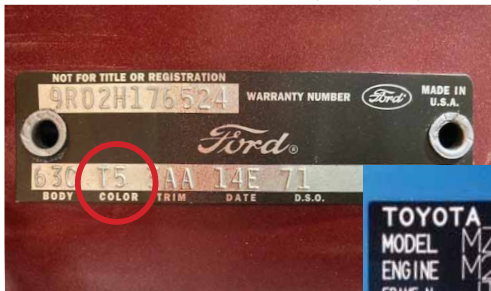
Do not attempt this repair in direct sunlight or in extreme temperatures.

What you will need:

- Paint Code of your vehicle
- Auto Paint Touch-up kit – Colour & Thinner. Approx. cost \$25.
- 250mls of Prepsol or Wax & Grease remover.
- Touch up brush or pencil brush.
- Polishing Compound.
- Microfibre Cloths.



To find your correct colour, look for the vehicle's identification plate (sometimes in the engine bay or on a door pillar) and look for the word 'paint' or 'colour'. Beside either of these will be a code, LY32, E3, NH56 or similar.



If not, then take a visit to your local auto paint store and they will assist in identifying the colour code. You will need no more than 100mls of colour and a small pot of GP thinner to wash your brush as auto paints dry quickly. urps will not clean the brush. Do not thin the touch up paint.

Formula Details

ACCAPULCO BLUE : M3077A : PRIME

CODE 30001827 MANUFACTURER FORD (IN AMERICA) COLOR YEAR 1969-72 MATCH DATE 19/04/2015 PAINT LINE BCM PAINT SYSTEM BCM

COMMENTS USE UNDERCOAT G5 FOR BEST RESULTS.

VOC Coat Send

Target Base	100% g/L	100 mL	100.628 g
ORDER CODE DESCRIPTION	INCREMENTAL	CUMULATIVE	
1 414 RICH BLUE	29.9 g	29.9 g	
2 471 EXTRA FINE METALLIC	24.5 g	54.4 g	
3 412 TRANSPARENT BLUE	24.1 g	78.5 g	
4 474 FINE METALLIC	16.2 g	94.7 g	
5 406 BLUE BLACK	3.3 g	98.0 g	
6 402 TRACE WHITE	1.4 g	99.4 g	
7 491 MATTING BASE	1.2 g	100.6 g	

+ Reduction

STEP 1: Preparation... Clean the surrounding area with a car wash and water and thoroughly dry with a clean microfiber cloth. If there is any rust starting in the chip, scratch the metal surface inside the chip with a sharp instrument first to remove the rust. Rub a small amount of polishing compound over the paint chip area to gently soften the rough edges and bring the true colour back to the vehicle. Be careful not to rub too much as you may damage the clear coat over the paint.

STEP 2: Fix the Small Chips... Clean the area with a few drops of Prepsol on a clean microfiber cloth. The Prepsol will remove any wax or remaining dirt and grime.

STEP 3: Paint the chip... Put a small amount of paint in the chip using the pencil brush. Always test the colour on a piece of paper first to ensure it is a match. The test will also give you a feel for how much paint to load onto the applicator brush. Make sure to keep the paint within the chip itself and not spread onto the surrounding areas. Apply a second coat about one hour later. Let the paint cure for several days and rub it out gently with polishing compound to feather the edges of the repair.



Protecting your car from stone chips

There is no way to avoid ever getting a stone chip in your paintwork. But you can use a paint protection film across the front of the vehicle to minimise the risk. A clear vinyl wrapping may be something you want to consider, to provide another level of protection. It's a good choice if you have custom paintwork you want to protect. Enjoy a quick but important step in protecting your vehicles paintwork.

AMOC Apparel



The official club shirt is the light blue and white flash polos and the black soft shell jackets. If you wish to purchase items in other colours please speak with Darryl-Anne about what you wish to purchase. Please contact Darryl-Anne via email Darryl.lynn@hotmail.com to place your orders.

Product number	Name	Description	Price
P3010	Flash polo mens	Std embroidery (club emblem on left pony on rear)	\$43.50
P3025	Flash polo ladies	Std embroidery (club emblem on left pony on rear)	\$43.50
SJM	Auroa mens PRO2 shell jacket	Std embroidery (club emblem on left pony on rear)	\$93.00
SJW	Auroa ladies PRO2 shell jacket	Std embroidery (club emblem on left pony on rear)	\$93.00



Club shirt – Flash polo mens and ladies



Black soft shell jacket front and back



Insuring Your Mustang?

Curious to know what your Mustang might be worth for insurance purposes?

Contact either Ken, Wayne or Ross for valuation guidance for your vehicle.

Ken - ken@carcolors.co.nz

Wayne - tirediron@hotmail.com

Ross - Ross_walker@xtra.co.nz

Committee Profile

MIKE TAYLOR - SECRETARY

WHAT ARE YOUR DAY JOBS? Semi-Retired. Consultant to CMP Construction. Catching up with maintenance around home and working on OLDMUZ.

WHAT MUSTANG DO YOU OWN TODAY?

1965 Convertible - Wimbledon White



TELL US A LITTLE ABOUT YOUR PRESENT MUSTANG? Car is standard with matching numbers and was first registered in New Zealand in 1986. The lady I brought it off in Nelson had owned the car with her late husband for approximately 20 years. Drives and handles beautifully.

WHEN DID YOU FIRST BECOME INTERESTED IN MUSTANGS AND WHY?

Always liked American cars, especially the early Mustangs.

OUTSIDE INTEREST?

Trout fishing, cycling and family time at Whangamata (one day again soon I hope).

IMAGINE THAT YOU HAVE JUST WON LOTTO, WHAT ONE SPECIFIC MUSTANG WOULD YOU BUY AND WHY?

1956 Shelby GT350. I like the old classics.

WHAT IS YOUR FAVOURITE TRIP OR HIGHWAY THAT YOU ENJOY IN YOUR MUSTANG?

Really enjoyed the run to Napier and back for the 2018 Mustang Convention. Trip to Beach Hop every year is also an enjoyable trip. Have enjoyed driving in the US on Noddy Watts trips Cars & Blues and Route 66.

WHAT IS YOUR TOP ROAD TRIP MUSIC?

Just like to listen to the purr of the engine.

WHEN DID YOU JOIN AMOC? ANY PARTICULAR REASON WHY YOU JOINED?

March 2017. Chance to meet other Mustang owners and to participate in club runs.

THINKING OF AMOC ACTIVITIES AND EVENTS OVER THE LAST YEAR OR SO, ARE THERE ANY CHANGES THAT YOU WOULD LIKE TO SEE? MORE SOCIAL EVENTS? MORE VISITS TO INTERESTING PLACES? IDEAS PLEASE!

I personally think that the memers are well catered for at present. Craig Borland and Dianna Bang do a great job organising runs and visits.

The advent of the Gold Card Run mid-week, organised by John Lipanovic and Ashley Sim, has been great as well.

DO YOU HAVE ANY OTHER IDEAS FOR THE COMMITTEE TO WORK ON?

The biggest challenge for the committee at present is to come up with ideas to get more members to participate at committee level. We have 389 members at present, yet we struggle to get nominations each year.



Committee Profile

MIKE SPRAY - COMMITTEE MEMBER

WHAT ARE YOUR DAY JOBS? I'm a Mechanic by trade. After 13 years of running my own garage, I'm now the Service Manager for Turners Cars in Penrose.

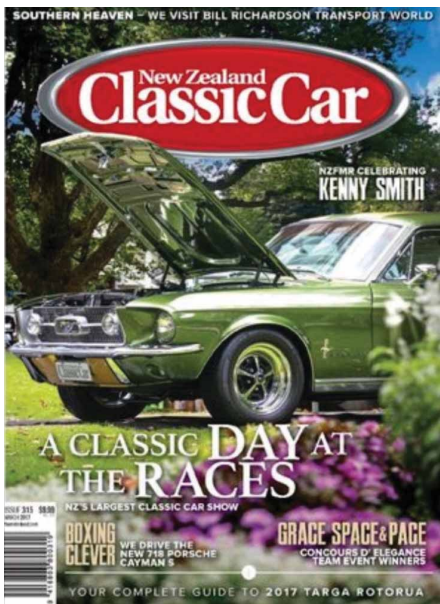
WHAT MUSTANG DO YOU OWN TODAY? 1967 coupe. 302, 4 speed manual.

TELL US A LITTLE ABOUT YOUR PRESENT MUSTANG? Purchased just over 10 years ago. Imported by West Coast Classics in 2010 wearing its original Lime Gold paint. After a stint at Bute Collision Repairs, it's now painted Ford Jade green with gold stripes. The last 10 years have been a labour of love, getting it to its present state. Picking up several show trophies along the way.

WHEN DID YOU FIRST BECOME INTERSTED IN MUSTANGS AND WHY? I've always liked 50s & 60s American cars, especially the blue oval ones. The Mustang just ticked all the boxes.

OUTSIDE INTEREST? I love all types of car shows. I've been heading to Beach Hop since 2009. Spending time at the family bach at Matapouri Bay.





IMAGINE THAT YOU HAVE JUST WON LOTTO, WHAT ONE SPECIFIC MUSTANG WOULD YOU BUY AND WHY? A 1966 Shelby GT350 or 1967 Shelby GT500.

WHAT IS YOUR FAVOURITE TRIP OR HIGHWAY THAT YOU ENJOY IN YOUR MUSTANG?

Heading to Beach Hop & seeing all the classics on the road. Still dreaming of one day driving Route 66.

WHAT IS YOUR TOP ROAD TRIP MUSIC? If I'm not just enjoying the sound of the engine, I would be listening to Pink Floyd.

WHEN DID YOU JOIN AMOC? ANY PARTICULAR REASON WHY YOU JOINED? 2011. To enjoy the company of other Mustang-mad people.

THINKING OF AMOC ACTIVITIES AND EVENTS OVER THE LAST YEAR OR SO, ARE THERE ANY CHANGES THAT YOU WOULD LIKE TO SEE? MORE SOCIAL EVENTS? MORE VISITS TO INTERESTING PLACES? IDEAS PLEASE! I think the club has a fantastic range of activities & runs. It would be great for the event's organisers to get more ideas for future runs from members.

DO YOU HAVE ANY OTHER IDEAS FOR THE COMMITTEE TO WORK ON? Encouraging members to help and support the committee with club events.

Labour Weekend in Tauranga

Article - Murray Urquhart

It was great to be part of the group that were able to meet in Tauranga for BOPMC get together and enjoy a few runs. Elizabeth and I really needed a break and that is why we retained three nights at the Trinity Wharf Hotel in Tauranga for the opportunity to meet with friends and Mustang Club members from south of Auckland / Hamilton. As we live in Taupo but are AMOC members we were the only ones representing AMOC in Tauranga. We met with several old faces including Colin Reed, who lives in Matamata, Peter Rich and the team from Taranaki and many others who were fortunate not to be locked down. The BOPMC did a fabulous job hosting us in these trying times. Following, is the schedule they arranged for all participating members. We participated on both days but on Saturday afternoon we did some shopping for things I needed like a new computer battery etc. We walked downtown and had a relaxing dinner at the Dumpling restaurant.

On Sunday morning we meet again and went on the run to Rotorua and had all the cars parked up on the Village Green, they looked great and the locals really enjoyed the turn out. Most of us went for coffee and something to eat in the Rotorua area. We did not join the others as we wanted to return to Tauranga and say hello to my son who passed away 20 years ago and also my mother who are in adjacent plots at the Pyers Pa cemetery.



That is something about Labour weekend, it is a time of remembrance and a time to enjoy the Mustangs and friendship of club members. Please see some of the photos of taken over the two days and we thank the BOPMC for their great organization of the weekend and friendship.



Bay of Plenty Mustang Owners Club

RUN SHEET - LABOUR WEEKEND

Saturday 23rd - Race Car Garage

See a genuine '69 Boss 302 race car and others, see views over greater Tauranga area.

9.30am Meet & Greet at The Crossing Shopping Centre lower Carpark (opposite BP The Crossing, Taurikura Drive, Tauriko, Tauranga).

10am Start your engines & cruise up to Coastline Automotive at 80 Whiore Ave, Tauriko. Meet Dale Mathers, view the racecars, Mustang parts & memorabilia. Hopefully Paul Fahey, motor racing legion will be there!

10.45am Cruise back past Crossing Shopping Center & at 2nd roundabout turn left onto State Highway 29 towards Hamilton. Proceed up SH29 for approx. 10kms to Poripori Road on RHS.

- Turn right onto Poripori Road & up to Crawford Rd intersection & turn right into Crawford Rd. Proceed along Crawford Rd until Junction Rd on left.
- Take Junction Rd & proceed on to Minden Road on LHS, turn left & park at Minden Lookout. Time to view Tauranga, The Mount & surrounds.
- Proceed down Minden Rd towards Te Puna. At SH2 Te Puna roundabout either turn left to have a look at Omokoroa 9.5kms (lovely small seaside village) or turn right & follow SH2 back to Tauranga.
- Omokoroa, left on SH2 & proceed approx. 6kms up to Omokoroa Rd on RHS, clearly sign posted. Turn right & proceed through shopping center, through the roundabout, staying on Omokoroa Rd to The Esplanade, turn left & nice area for a coffee or light lunch by the Tauranga Estuary.
- Proceed back on Omokoroa Rd to SH2 & turn left, follow SH2 back to Tauranga.

PM

- Explore Mount shops, walk around the Mount – easy 45-minute walk, V8 motorbike tours & enjoy the Mount surf beach.

Sunday 24th - Rotorua Run

9.30am Meet & Greet at The Crossing Shopping Centre lower Carpark (opp. BP Service Station, The Crossing). Goodie Bags to those who have not got one

10.00am Closest to the Pin, how well can you park your Mustang?

10.30am Start your engines

- Proceed out of the carpark & turn left & move to right lane, at roundabout turn right & take 3rd road SH36 towards Rotorua. Continue straight ahead through roundabout & continue up the hill to Pyes Pa Road roundabout. Turn right through the roundabout onto SH36 for approx. 45kms via Tauranga Direct Road.
- At Hamurana Rd intersection, turn left & proceed through Hamurana, around the top of Lake Rotorua to SH33 & turn right towards Rotorua.
- Proceed over Channel Bridge (observe speed limit) past Okawa Bay Resort on LHS. Proceed past Whakatane turnoff & continue onto SH30 past Rotorua Airport, through Owhata, Lynmore & past the Lake Tarawera Turn off (on LHS) staying on SH30A into Rotorua.
- At Fenton Street Intersection lights, move to the extreme RH lane & turn right into Fenton Street. Staying in RH lane continue on Fenton St past Arawa & Pukaki Streets & turn left into Whakaue Street.
- Continue on Whakaue Street to roundabout (by Novotel) & go around roundabout to right & back down Whakaue Street to Village Green entrance on LHS.
- Park up as directed for mini car show. Eat Street restaurants off to the south west corner of the park.

1.30pm Cruise through Rotorua Gardens, past old Museum, thermal area, Polynesian Pools etc.

At this point you are free to explore the area; -

- Waimangu Thermal Park – 24 kms to the South
- Lake Tarawera, The Landing via the Blue & Green Lakes - 16km
- Walk in the Redwood Forest via Tarawera Road & Long Mile Road, 3km
- Skyline Gondola and Skyrides Luge, stay for magnificent buffet dinner & views over Rotorua, 6.5kms
- Okere Falls Reserve, beautiful Punga Bush walk & see the falls with kayakers descending the grade 2 Falls, 17kms
- Tree Walk (best after dusk with amazing Lantern show) directions as above, 3km

Rotorua has so many attractions, we hope you enjoy your day in Rotovegas and have met some new friends from BOPMOC!

- Return to Tauranga via SH2, 62 kms & join the Expressway – the speed limit is 110kms/hour for 18kms!





RTR VEHICLES

AVAILABLE TO ALL. NOT FOR EVERYONE.



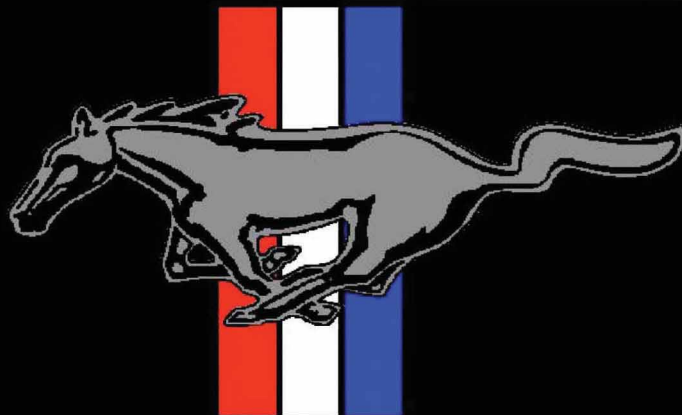
Available at your local Ford dealer or for more info email nfo@ctb.co.nz



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