

# ***Pony Express***

January – February 2022



AMOC track day, lockdown projects,  
dream holidays, club working bee,  
committee profiles and more...



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# AUCKLAND MUSTANG OWNERS CLUB

PO Box 44-062  
Pt Chevalier  
AUCKLAND 1246

## January – February 2022

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

|   |                                     |
|---|-------------------------------------|
| Ken Smith<br>PRESIDENT                      | auckland.mustang@gmail.com          |
| Craig Borland<br>VICE PRESIDENT             | auckland.mustang@gmail.com          |
| Mike Taylor<br>SECRETARY                    | auckland.mustang@gmail.com          |
| Graeme Townley<br>TREASURER                 | treasurer.aucklandmustang@gmail.com |
| Rick Splinter<br>COMMUNICATIONS OFFICER     | auckland.mustang@gmail.com          |
| Roger Vesper<br>MEMBERSHIP OFFICER          | auckland.mustang@gmail.com          |
| Gordon McCauley<br>PUBLIC RELATIONS OFFICER | auckland.mustang@gmail.com          |

### COMMITTEE MEMBERS

|                |               |
|----------------|---------------|
| Mike Spray     | John Lynn     |
| Stephen Havill | Shaun Jackson |
| Daphne Vesper  |               |

**WEBSITE:** <https://aucklandmustang.com>

**FACEBOOK:** AMOC Members

Cover photo: Presidential new ride, 2020 Shelby GT500.

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## 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  
 (Deceased)



# President's Report

---

One of the key objectives of the Auckland Mustang Owners Club is to provide entertainment for the members through differing types of events with their Mustangs. However, when I look back over the past two years, I get the sad feeling that as a club we have not provided the members with a whole lot of fun at all. Sadly of course, "fun" has been in short supply for most of us with the impact of the Covid-19 lockdowns, tight borders, both internally and internationally, the constant reporting of case numbers, scanning, restrictions over where and when we can travel and, just recently, the festering division over people's vaccination status. It can be seen as two years of total frustration or maybe, is it an investment for the long term.

I think back to our recent committee meeting in January and the whole team was fired up finalising the arrangements of a whole bunch of events that we were keen to make happen in February and beyond. The Poker Run on the 30th of January was to be our "Welcome Back" event with exactly 100 members plugged in to attend this celebration. Remember we last met back in August of last year, so it has been 5 months since AMOC has been able to function as a club. Following the Poker Run we had the first club meeting for 2022 the next week with a guest speaker arranged, two weeks later was the Concours de Elegance where we had two teams competing, the following week was to be our annual car show and then our annual dinner and trophy presentation function which was planned for the 19th March. Wow, what a neat start to the year..... BUT then along came Omicron and guess what? The club is now back in hibernation once again being in level RED, so all these exciting events have either been postponed or cancelled. As I said in my first paragraph, this is all very frustrating as a lot of work by our events team (Craig and Diana) has gone into arranging these events as they just do not arrange themselves. As I write this report, we are now into the seventh month of zero club activity.

What has been neat to see is some members out there enjoying the company of other Mustang owners in non-official coffee runs, lunches, or picnics. If everyone is careful, then why not!!!

I would like to take this opportunity to thank Steve Fraser, Dealer Principle of North Harbour Ford for his tremendous patience as this is now the second time that we have had to postpone our car show. He is so keen to support the club and it must be difficult having to plan a shutdown of the dealership to allow us to

occupy his premises for that one day. NHF are great supporters of our club.

I do want to thank the four club members who put their Mustangs up as representatives of the Auckland Mustang Owners Club for the team's event at Concours de Elegance and to those members who invested their private time to help prepare those cars for this event. Each of those 4 cars were looking absolutely spick, but unfortunately it has just been announced that the new date for this event is now February 2023, which means that in 12 months' time we will start all over again.

In my previous report I made mention of the significant increase in valuations of classic cars in recent times and this phenome hasn't stopped. I am sure that many others have seen the various examples of inflated prices for nice cars, Mustangs included, so it begs the question, are they selling, well who knows. Where will it all end, again who knows. It would be great to have access to a crystal ball to provide some guidance. It is certainly entertaining to watch the various movements. Speaking with a couple of friends in the car game, genuine cars at genuine prices are selling.

Next year, 2023, sees the Auckland Mustang Owners Club as being the hosts for the 44th Annual Mustang Convention here in Auckland. For those members who have attended other Conventions throughout New Zealand will confirm that these are truly fun events where you get to meet and socialise with other Mustang owners from all around NZ. Running such an event does not happen by accident hence we are now looking for expressions of interest from members in joining the Convention Committee. Whilst a significant step has been made in booking the facility to stage the car show and many other sundry aspects including dining plus the accommodation, there are still numerous aspects to be planned. This will require a minimum resource of ten club members to assist in fulfilling these requirements. Rest assured – being part of such a group can be tremendously rewarding as you reflect on any contribution you make to enhance the occasion. Every person forming part of this group will be tasked with a key responsibly. This could include the likes of raising the sponsorship funds, managing the finances, registration of attendees, organizing the convoy run, managing the Sunday fun activity, arranging the goodie bags, car show responsibilities– the list is endless. The wonderful thing is that it all comes together beautifully on the day to create magical moments for all attendees

The group would be headed up by a Convention Chairman who we anticipate would be elected by the committee group at their first meeting. As the Co-Ordinator they would also keep members informed at club nights as to the progress of the

event. It is important to stress that whilst some of the existing committee may volunteer to be part of this group it is also vital to draw in fresh resource. Please give this request serious thought so we can assemble an energetic team by month end. Contact Craig on: [dianna\\_craig@xtra.co.nz](mailto:dianna_craig@xtra.co.nz) and discuss your interest.

Can I remind you all that as mentioned previously it is my intention to stand down as President at the clubs next AGM in July this year after serving the club for 6 years in this role. The committee are now looking to the members for a replacement. This is a 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, so don't hesitate to contact me and we can have an informal chat about the role.

Despite the recent frustrations we do have an exciting club, we just need to be able to get back to the norm and enjoy the basics of what AMOC is all about, entertainment and having some fun. That is fun enjoying our Mustangs in the company of other Mustang owners. We are well placed with several events planned out already to go. Bring on at least an orange light.

In the meantime, all the very best and please stay safe out there. Enjoy the read.

Ken

## Obituary

It is with sadness that I advise members of the recent passing of Ruth Walker, wife of our club's founding member and President, Len Walker. The couple are also Honorary Life Members of our club. Ruth was the lovely age of 89 years and was mother and mother in law to Ross, Jan and Rob Scott and Brett and Kirsty and grandmother to their immediate families. On behalf of all the Auckland Mustang Owners Club members may I pass on our sincerest condolences to all the family and we wish you strength in these difficult times.

# A personal collection

## Article – Mike Spray

Like most collections, my registration plate collection started small with my first plates being the U.S. ones that came with my '67 Mustang. It didn't take long before my collection grew, with plates from around the world gradually adorning the walls of my garage. While travelling overseas, I was always on the lookout for plates, sometimes taking a pile of dead N.Z. plates in my luggage to swap for foreign plates if the opportunity arose.

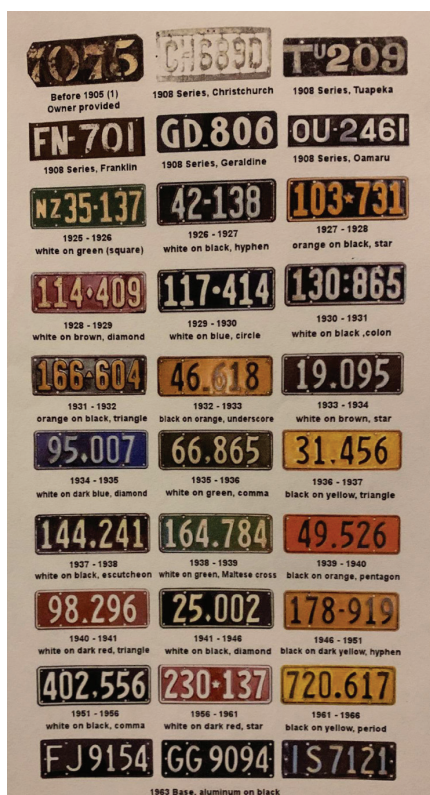
My N.Z. plate collection started with the odd TradeMe purchase. Watching the prices of the older New Zealand plates going up in value piqued my interest even more, leading to my current collection - a full set of N.Z. government issue plates from 1925 to the present.

### HISTORY OF NEW ZEALAND REGISTRATION PLATES

Early N.Z. vehicle registration from 1908 was managed regionally, rather than nationally. Every vehicle was issued with a unique registration number which was to be displayed on the right-hand side of a car. The number could either be painted on, or attached with a wooden or metal plate.

In 1925, the N.Z. Government authorities issued new steel plates to vehicle owners annually. The first plates were made in America and were green with white numbers, prefixed with NZ (nnn-nnn). Each year the colours and symbols of the plates changed to identify the current plates. Limited steel supplies during the second World War forced a change to the system, and from 1941, plates remained valid for 5 years.

The issue of permanent registration plates started in 1964. These new plates had silver characters on black aluminium. These plates are still current today, but have to be upgraded to reflective white plates if they become damaged or lost. Reflectorised white plates with black characters, replaced the black plates in November 1986.



In 1988, personalised plates were introduced in New Zealand, providing a source of income for road safety research and projects. In mid 1990, a slash was added to the zero to help prevent confusion with the capital letter O. The letter V was discontinued in 1971 to prevent confusion with the letter U, and for reasons unknown, the letter Q was only permitted to be used as the second letter in the registration number.

Plates beginning with DC, DCC, FC & FCC were reserved for vehicles belonging to embassies, consulates & high commissions, while CC, CCC, CR & CROWN were reserved for ministerial cars.

Reflective plates from the XD series onwards feature a holographic pattern on the white field. This design, visible only from certain angles and appropriate lighting conditions, displays strips of silver rounders with a stylised silver fern pattern in silhouette. However, from my observations, this doesn't seem to be the case with all plates in this series. By the end of 2000, this system had reached the end of the alphabet (ZZ), and in April 2001 the plate format changed to three letters and three numbers.





# AMOC Track Day

## Article – Ken Smith

Over the past three years as club President, I have had a number of members ask why the club hasn't run a track day for the members and suggested that we should organise one.

Mustang's have such a rich history in global motorsport whether that be on racetracks around the world, drag strips and rally courses.

I can now say that your requests have been listened too and we have the date of Saturday 21st May 2022, confirmed in concrete as your AMOC track day at Pukekohe Raceway.

The day will be run by Pukekohe Raceway Manager, Garry Stirling, who is experienced at running track days at racetracks all over NZ. Garry's company is called Playday. I have personally participated in quite a number of Playdays at all the North and the South Island racetracks including the infamous Highlands Park – sensational. Check out their Facebook page: Playday on Track.



The program for the day will consist of:

A full introduction including safety requirements, followed by a number of familiarisation laps behind a safety car demonstrating the correct lines and breaking points around the track.

All those participating will be broken into three groups depending on your own skills, your car's ability and what group you will be most comfortable participating in. Each group will have 3 x 15 minute sessions on the track in the morning before we break for lunch.

Following lunch, each individual group will be sent back out onto the track to complete a further 3 x 15 minute sessions. There is an opportunity to change groups either up or down at any time during the day to ensure you place yourself in a group where you are most comfortable.

The cost is \$180 for the day (we need to get 50 cars) and you must have a helmet. Lunch will be your own care. Entries will need to be confirmed by mid-March. Contact details to follow on Friendly Manager.

# PLAYDAY PUKEKOHE

Here are some personal thoughts as to why this Pukekohe Track Day can and should have a special place on the AMOC events calendar...

## Presidents View

- In a world where open road policies are changing, with gradual reductions in speed limits and increasing speed policing and penalties, our Pukekohe track day is a unique opportunity for members to enjoy the freedom of performance and let your ponies “stretch their legs” in an organised and safe way.
- Building on these points it is a great occasion to enjoy the “Mustang spirit” (including speed, noise and freedom), together with the special friendships and company of other AMOC members that all share the same feelings. This is all about our Mustangs and the way we enjoy them.
- Our iconic Pukekohe track offers a true, blue blooded performance experience that each of us can tailor to our own requirements. If you want to, it is a unique opportunity to really treat oneself to the way we can finetune our skills around the smoothest possible combination of cornering, acceleration and breaking, in a way you can never do on public roads. If you practice these skill sets out on the track, it makes that next drive through your favourite road even more enjoyable and rewarding (even at the speed limit).
- Insurance requirements will need to be dealt with separately by each participant. No one insurance company adopts the same approach – in fact most policies would automatically exclude a racetrack experience such as what is proposed. This includes Star Insurance and Swann Insurance (the likes of AA, AMI, Tower, and State would have total exclusions). It is therefore necessary for each participant to contact their own Insurer and seek protection. Swann and Star will have an open mind on any such request subject to your age demographics and driving experience (including claims). Important to stress to your insurer that there is no timing involved. You should also impress upon them that there will be a professional driver on the track at most times keeping a watching brief on behaviour and providing appropriate levels of specialist advice. Swann and Star (in particular) would field many such requests and are well equipped to make an appropriate determination on extending an individuals policy.

# Caption this!

This is a mate of mine in the black tee shirt, what is he describing to Racing Ray Williams? I will shout a drink at the next club meeting to the member with the funniest answer. E-mail answers to [ken@carcolors.co.nz](mailto:ken@carcolors.co.nz)  
- Ken



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The Gold Card Group (contribution from 28 odd members  
who support the gold card runs)  
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• Wow Carpet Cleaning (Club Member Grant Perry) • Impact Stripes and  
Graphics  
• Coolcar Air-Conditioning Centre Manukau • Transmission Solutions



# Muzzies, COVID and moving house

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Article – Roger Vesper

A warm day in Vancouver BC, September 2019. Daphne and I meet on the deck of the MV Ruby Princess, bound for the Straights of Juan de Fuca. Five minutes into our first conversation, our talks turn to Mustangs. Sixteen months later I had become Daphne's husband and a Resident of Auckland. Daphne imported her own SN197 (2006 Screaming Yellow Convertible) from the States in 2012.



Most of the miles on the GG since then have been on club runs. This is not to say that she never gets driven at other times, but weather and time, limit the opportunities. I came to visit Auckland (Daphne) in December of 2019. We toured around Northland in the convertible for a week. I fell in love with the country as well as the girl. After my stint in MIQ in February/March of 2021, we have taken several trips (tiki tours I am told they are called) both north and south of Auckland. All in the Mustang and, always turning heads. I mean, who can resist gawking at a beautiful yellow convertible Mustang with the top down and a couple of old folks acting like teenagers in the front seats?

Then, of course, COVID brought things to a grinding halt.  
I imagine all AMOC members have been experiencing withdrawal symptoms.

Club nights, Gold Card Runs (I am technically not old enough yet but, don't tell John) and Club runs. They seem like a faded memory at this point. Even so, the Yellow GG always seems to be central to what we are doing or planning.

During lockdown, we may have taken her to the supermarket once or twice, via the long way, but don't tell anyone.

In November of 2021, we began looking at houses in the Howick area. We looked at bunch, bid on a few, missed them all. Then, a home came up for negotiation (auctions freak me out anyway) just around the corner from where we were currently living. It had room for the Mustang and another car in the garage (Ken says another Mustang is in order) and, two more cars in the driveway. Beyond that it is very nice but those were the deal makers/breakers.

Daphne did an outstanding job negotiating and, voila, 22 January 2022, it was moving day. We had been packing for a month and all was set to go.



The deal settled and the Muzzie was the first thing moved. All pulled in, safe and sound, backed into the new garage (that is three times bigger than her old garage) affectionately called the Girl Cave. Mustang Alley signs (thanks Craig) etc.... all scattered around but nothing hung on the walls yet of course. That will take time and considered thought. Garage task one, "Hang blinds on the garage windows to keep the sun off the Muzzie".

One week after moving, even before we were fully unpacked, we headed to the South Island for a bit of a holiday. One of the few trips out of town without the Muzzie. Daphne's friends own an Orchard outside of Nelson. They have hundreds of hectares of kiwifruit, apples, and cherries.



If you ever get a chance to get your hands on some Thomas Brothers mixed berry ice cream, it is the bomb.

So, two days in Riwaka, with a day trip to the Farewell Spit, two days in Picton, two more days in Riwaka, and two days in Wellington. I highly recommend stopping at Kiwi Spirit Distillery in Golden Bay. Very unique sprits including an Agave, AKA Tequila if made in Mexico, that is out of this world.



We also made a stop for dinner at the famous Hotel Motueka. At least I am told it is famous. The intent was to try the worlds spiciest pizza, but the owner was out, and they weren't making it that day. I wanted to show them how much heat an ex-Arizonian could take.

It was wonderful to get away, but the old Camry we were driving made us miss the Muzzie just that much more. On day four, we just barely made it out of Picton and over the mountain from Havelock to Nelson before the road closed due to flooding. Deep fast water, boulders, logs etc... across the road. Daphne was happy we were in the old Camry instead of the Muzzie at that point.

We are back home now and continuing the unpack. We moved from a one-bedroom house to a four-bedroom house, so some additional furniture was in order, however, we are wondering how we had everything in that little house. Where will the grandkids sleep? If I ever have to open another flat pack it will be too soon.

I also had to move my veggie garden, in fruit, to the new house. Wish me luck on the harvest. So far, I have only lost two plants, but I don't think the rest are completely happy.

However, some of the chillis are looking really good. We are anxiously looking forward to seeing everyone at the next club get together. SOON we hope.





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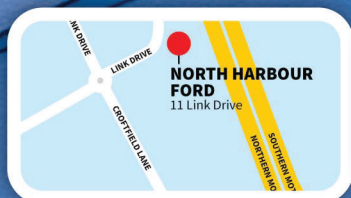
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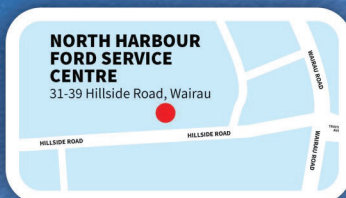
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# 2020 lockdown project put to use

Article – Ken Smith

During the lock down period in early 2020 I decided that this was the ideal time to do some long overdue upgrades on my 1967 Fastback which I fully restored back in the year 2000. At the time I decided to leave the original sound-deadening in the car however over time, new products had come onto the market which are far superior to those used back in the 60's. The project now was to strip out the whole interior and instal a full Dynamat sound barrier system.



Before the new deadening went down, I did full check of the floor pan for any examples of rust starting to appear and treated those few areas with a sand down to bare metal, applied a rust stop, then primed and top coated.

Next step after doing a full clean with Prepsol was to make up a set of patterns from light cardboard. These were then transferred to the Dynamat Xtreme to do the final cut outs. The Dynamat has a very strong adhesive backing so you must be accurate in placing the mat to the floor area. Once applied, all the flat areas were rolled down into place and any areas with swagged lines or curves, I applied gentle heat from a heat gun and then rolled the mat into place.



To further enhance the effect of the whole project I adhered the Dynaliner ¼ inch thick liner onto the top of the Dyna Extreme.

The result has been a total dulled down of exterior noise within the cabin which has made this a very worth-while project. In terms of cost:

1. Dynamat Extreme is sold in a pack of 9 sheets totalling 36sqft or 3.3 m<sup>2</sup>. \$386 per pack.
2. Dynaliner (¼ thick) cost a further \$157 for one, 813 wide x 1.4mtr long roll.

Once completed I refitted the carpet which was still in good condition, re-installed the seat belts and bolted the front and rear seats back into the vehicle. I also replaced the courtesy lights in the two rear quarter panels (\$240) from Mustang Centre in Ch-Ch. Now time to take the vehicle for a test drive and experience the amazing difference. The time taken to do this project was approx. 16 hours at a leisurely pace.



# 2021 lockdown project

Article – Ken Smith

## PROJECT NO. 1

So, the next project during the latter 2021 lockdown was to retro fit a set of LED taillights to the '67. With the older Mustangs their lighting systems both back and front are certainly not up to today's standard of bright LED type lights. A quick call to Rob at Mustang Centre in Christchurch to see if they could supply an LED system. They had a simple plug n play kit available for the early model cars where the LED workings formed part of the actual red lenses.

Price \$455.00 from the Mustang Centre in Ch-Ch.



Installation:

First the base cover of the taillights had to be removed away from the rear panel to access the three exterior chrome bezel bolts which needed to be removed first. This then allowed the three red vertical taillight lenses to be removed. These were easily accessed from inside the boot.





The new LED light unit was then installed, and the new wiring was a simple plug straight into the old bulb bayonet fitting. Really simple and no excuse for getting it wrong.

To finish, the chrome bezels were re-bolted back into their correct place, a quick polish and job finished. Time taken was about 1 hour.

The result has been a nice bright set of tail and blinker lights which alerts following drivers what your intentions are out on the road. A real safety feature.



## PROJECT NO. 2

Second project for the 2021 lockdown was my long time intention to make a significant improvement to the braking system which on the older Mustangs can be quite woeful, especially those fitted with the heavy 390ci big block motors. Despite being factory fitted with front discs and drum rears, the 1967 Fastback has always had rather suspect brakes and is always at the forefront of your mind when out cruising in the ole girl.

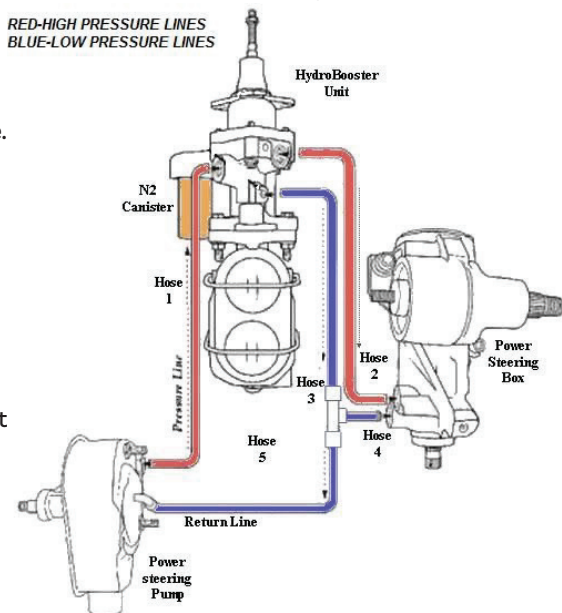
After 22 years, what is going to be the best performing and most easily fitted system to upgrade the braking system. After exploring most of the options available, I decided to go down the road of looking at the Hydroboost system. Technically known as a 'hydraulically boosted brake system' instead of vacuum, a Hydroboost uses hydraulic fluid supplied by the same power-steering pump that supplies fluid to the steering-gear or steering-rack to boost brake pedal force.

In simple terms, vacuum produces around 10 psi at best, whereas the power steering pump produces between 100 and 140 psi. No-brainer right?!

So off to see Jared, my go to man at Manon Butler Motors, parts ordered, and car delivered. Jared has done this modification on three other Mustangs recently, so he is familiar with the process and does not predict any problems, excellent.

The original vacuum powered booster, the old master cylinder and the power steering pump were all removed from the vehicle. The pump was sent away to be rebuilt and whilst that was away a new booster adapter plate was fabricated from billet aluminium, a new Mustang mounting bracket was sourced from Annie at Southern Mustang in Nelson to allow the fitment of the new Hydroboost unit to the bulk-head.

A new master cylinder from Wilwood was sourced



from Cardwells which fitted in nicely between the left side rocker cover, the strut tower and the hydroboost unit.

Note: there is very little room in the engine bay of a big block car. The pushrod to the brake pedal also needed to be shortened to allow the correct pedal location inside the car.

Various new hydraulic lines for both the re-built power steering pump and the brake system were made up, fittings sourced, pushlock fuel hose and black Teflon braided lines all made ready for the installation. A heat shield sleeve was fitted to the fuel lines for added protection. Once all this was in place the unit was fitted to the vehicle, brake pedal connected, all hydraulic lines plumbed in, fuel lines connected. The new power steering pump was fitted and finally the brakes were bled. The car was then road tested.

The result has been excellent, the vehicle now stops exactly as a modern car should and the whole hydroboost system fits in the location of the old booster, it is small and not obtrusive at all. A very successful project that leaves me with total confidence in my ability to stop safely in most situations. Neither the original front discs/pads nor the rear drum brakes have been changed or modified. I am still running these stock items.



#### Costs:

|  |                  |
|--|------------------|
| Hydroboost pump                        | \$1265 incl. GST |
| Power Steering pump overhaul           | \$1024           |
| Wilwood Master Cylinder x US           | \$720            |
| Adapter Plate                          | \$80             |
| Hydraulic/Fuel Hoses/Fittings in total | \$540            |
| General items                          | \$120            |
| Labour                                 | \$780            |

# New Members

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| MEMBER                  | YEAR | MAKE / MODEL   |
|-------------------------|------|----------------|
| Lionet Holtrigter       | 2021 | GT             |
| Ian Philip Haigh        | 2021 | GT             |
| Sanjay Pahwa            | 2021 | HP 2.3l        |
| Tony Smith              | 2016 | Fastback       |
| Jack O'Brien            | 2021 | GT             |
| Robyn van Wijk (Powell) | 1965 | 289            |
| Isaac Sawyer-Grant      | 2021 | Mach 1         |
| Sudesh Reddy            | 2021 | GT             |
| Lance Miller            | 2008 | Roush 427R     |
| Hilda Oloya             | 2017 | GT             |
| Peter Antwis            | 2021 | Mach 1         |
| Stan Malcom             | 2017 | GT S550        |
| Carl Shepherdson        | 2021 | Bullit         |
| Stefan Tolich           | 2021 | Mach 1         |
| Judi Cranston           | 2021 | GT Convertible |
| Karen Croawell          | 2016 | GT             |

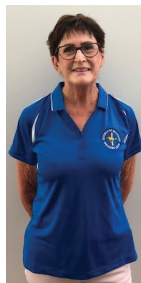
A warm welcome to you all to the Auckland Mustang Owners Club and I hope that you all enjoy your time with us. The Mustang Spirit is strong here in Auckland and as part of your joining-up process, you will have full access to our Friendly Manager administration system with all the associated features including our events calendar, the opportunity to indicate your attendance event by event (a great help in our planning) and of course you'll be receiving all the e-mails and other communications. As a club we are committed to your enjoyment in all aspects of AMOC. - Ken Smith, President

# 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](mailto: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](mailto:ken@carcolors.co.nz)

Wayne - [tirediron@hotmail.com](mailto:tirediron@hotmail.com)

Ross - [Ross\\_walker@xtra.co.nz](mailto:Ross_walker@xtra.co.nz)



# Our dream holiday

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## Article – Jack and Jo Weir

You may have seen the movie *Bucket List* in which two dying cancer sufferers completed many fabulous journeys and escapades which were things they wanted to do before leaving this earth. Well I too have a bucket list and Jo and I have put a massive tick against one of the biggest – Route 66 in the USA.

We had planned for years to do this trip and our intention was to do it when we retired, which in 2011 was still a few years away. However, that year I lost two close friends my age to illness and thought we should do our trip while we could. So, I looked up the internet and found a NZ tour did this trip twice a year led by Noddy Watts, the founder and organiser of the annual Beach Hop in Whangamata.

So in 2011 we booked our interest to do this trip in May/June 2013 and we did. We left NZ on 20th May and arrived in Los Angeles the same day (you gain a day travelling backwards over the International Date Line). We rested up that day in our hotel and I have to admit to having severe nerves about driving a left hand drive car on the right hand side of the road. The night we arrived our leader, the aforementioned Noddy Watts, gave us a run down on what we could expect to encounter on the trip and the road rules we needed to really be mindful of. The most important being at intersections to avoid going down the wrong side of the road was loose left/ tight right.

He also told us the speed limits were indicative only and we might expect a hurry along from the locals. He was not joking. Our normal highway speed was 75-85 miles per hour, yes miles per hour.

Next morning we arose and outside our hotel was an impressive line up of brand spanking new Mustang Convertibles. Having a name beginning with W did not help and we ended up with the last available car. A brand new silver Mustang with 8.8 miles on the clock.

After a briefing we followed the leader out from the hotel carpark and headed to the freeway to Bakersfield. Noddy deliberately has a short trip on the first day to help us get accustomed to driving on the wrong side. We had an uneventful but fast trip to Bakersfield and on arrival the temperature was 105F.

I won't bore you with the day by day details but over the 28 days of our trip we stayed in Bakersfield, Las Vegas, Wendover, Salt Lake City, Casper, Rapid City, Sioux Falls, La Crosse, Chicago, St Louis, Springfield, Oklahoma, Amarillo, Santa Fe, Gallup, Flagstaff, Williams,, Kingman, Anaheim and Los Angeles.

We met the most wonderful people, nothing like the stereotypical American we often meet here, including locals in many of our stopovers or towns along the way who showed a sincere interest in our wellbeing, including the 80+ yr old saviour of Route 66 "Angel" (yes, his real name) in his barber shop in Seligman.

We saw some of the most fabulous scenery including the Badlands in North Dakota, Mount Rushmore (on Memorial Day and went back that night for the Memorial service- fabulous), Chicago and its fabulous architecture, the hoop in St Louis, the devastation in Oklahoma, the Grand Canyon which I flew over in a helicopter, the "Petrified Forest" and the massive meteorite crater where the temperature was 115F. Visited some remarkable towns with rich history and scenic beauty. We took over 3700 photos and our grandson produced a coffee table album with his top 600 pictures.

Route 66 starts in Chicago and ends at the Santa Monica pier in Los Angeles. It was formed during the great depression to enable people leave the depressed Northern region of North America to find a better life in California. Many sadly did not survive the journey and we passed a very desolate area where many perished on the road from Kingman to Oatman. The temperatures here exceeded 100F and the terrain was very rough and their old cars broke down and the passengers died at the roadside. However, happily many did succeed in making it to California and I imagine some did make their fortune.

Sadly most of the original Route 66 is impassible having been superceded by six-lane freeways but we still managed to travel on some of the old road and witness abandoned towns and motels that used to do a roaring trade servicing the travellers.

We also experienced some of the most remarkable service we have ever enjoyed anywhere on our world travels. I asked the Manager of the Olive Garden Restaurant if he could bring some of his staff to Auckland and show our people how to provide service. The hourly wage for a Waitress/Waiter was \$2.40 per hour, so you can understand why it is important for them to provide good service as that is recognised by the tips they receive. I also believe that in some of the restaurants we visited that staff bought their waiting jobs as the tips they can earn amount to a very sizable income.

We arrived back to NZ on a very cold 19th June and we are still buzzing about our trip of a lifetime on the Mother Road. We have made some lifetime friends on this trip and are in daily contact on Facebook.

We had advised Noddy our intention to do a further US trip with him in 2015, however, in the interim I was diagnosed with a heart condition to the extent that I am unable to get insurance cover. Therefore had I waited until I retired to do this trip of a lifetime my health would have prevented us from doing so.

So my message is simple "Do the things you want when you can, because you don't know the day when you won't be able."



# Committee Profile

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## GORDON McCAULEY - COMMITTEE MEMBER

**WHAT ARE YOUR DAY JOBS?** I own Get me Cycling (GMC Cycling) a bicycle shop in Silverdale

**WHAT MUSTANG DO YOU OWN TODAY?** 2007 Mustang GT

**TELL US A LITTLE ABOUT YOUR PRESENT MUSTANG?**

2007 GT purchased from Club Sponsor Performance Auto's. Lowered 15mm in the rear and 10mm in the front to keep it looking level, Roush Cold air intake for a few more HPs. Upgraded brakes with vented rotors, braided lines and high performance pads, ceramic coated.

**WHEN DID YOU FIRST BECOME INTERSTED IN MUSTANGS AND WHY?** I've had my car 1 year, I follow Super cars closely and until I purchased my Mustang I had an HSV and was the club captain of the NZ HSV Club... so if you ever find me strung up please kindly cut me down.

**OUTSIDE INTEREST?** I I'm a former pro racing cyclist so follow most types of bike racing and still ride my bike when I can and do the odd masters race, I'm also graded in Tae Kwondo.

**IMAGINE THAT YOU HAVE JUST WON LOTTO, WHAT ONE SPECIFIC MUSTANG WOULD YOU BUY AND WHY?** Ken's Shelby GT 500 or similar.

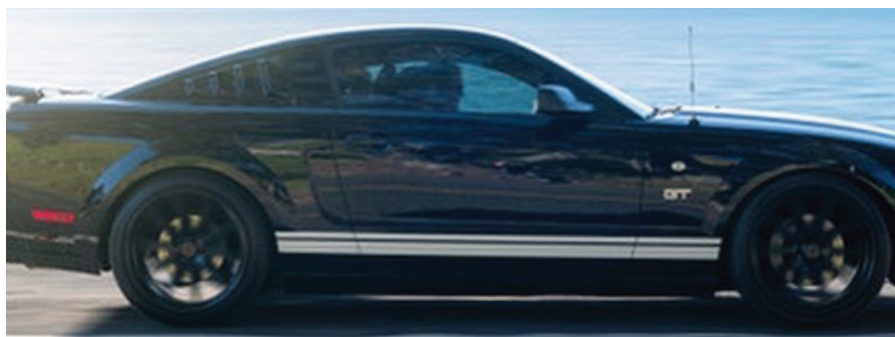
**WHAT IS YOUR FAVOURITE TRIP OR HIGHWAY THAT YOU ENJOY IN YOUR MUSTANG?** I'm originally from Dunedin (moved to Auckland 20 years ago), so anything in the Central Otago area.

**WHAT IS YOUR TOP ROAD TRIP MUSIC?** Most hard rock, ACDC and ZZ Top I especially enjoy.



**WHEN DID YOU JOIN AMOC? ANY PARTICULAR REASON WHY YOU JOINED?** January 2021, After being in the HSV club I attended several events where AMOC members were present, I'm not a die hard Ford or Holden guy, I just appreciate nice cars (particularly muscle cars), after chatting to members at Caffeine and Gasoline I contacted the club and both Ken and Craig were very friendly and inviting...so here I am.

**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'm still getting into the swing of attending club events and getting to know the members so nothing springs to mind yet.





# Committee Profile

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## STEPHEN HAVILL - COMMITTEE MEMBER

My interest in cars stems from my very early childhood when our parents would cram 4 boys into a Zephyr and drive from Wellington to Ardmore to watch the NZ Grand Prix.

How could you forget those early days of Stirling Moss, Jack Brabham and Bruce McClaren who mixed in the evenings with all those kiwi families who had pitched their tents almost right beside the race track. Then there were those local kiwi drivers such as Ernie Sprague with his Zepher. How could you every forget that exhaust sound as the Zepher speed around the track.

Growing up in Wellington our parents lived near Sybil Lupp who was often seen testing various cars around the streets of Wellington, while the neighbour across the road had a Vanwell which he tested up The Terrace.

How times have changed. Health and Safety would never cope. I think that we have today, lost some of that simple enjoyment and fun from life.

During the early 1970's, having just finished University and with my first job, I purchased a Triumph Vitesse and a few years later, a newer Vitesse with lowered suspension and tweaked engine, which I am told, had a very noisy exhaust!



In the following years both our OE and family life in NZ took over and any thoughts of a sports car took a backseat.

I had to wait until 2016 when I purchased one of the first right hand drive mustangs sold in NZ, which included a stage 2 upgrade, with a modified exhaust. What a great car being red with a black roof being similar to that as shown in the 2016 Autocar magazine.

Over the next 4 years we travelled nearly 50,000Km in the car including trips to Taupo and the Bay of Islands.

Being an early Mustang it had a few quirks such as the sync navigation system that was US focused and which needed to know which US State you resided in before allowing you to progress.



During mid 2020 I decided to sell and buy a new 4 cylinder mustang. This time, Silver with dark grey roof and trim. Having read the various car reviews I decided that the 4 cylinder mustang had a better all round performance than the V8, particularly given almost 100kg less with upfront.

While the new mustang had a lot less power, I was prepared to sacrifice this for a better all round ride. With all the power that I had previously, came a very firm and at times, unsettled ride, that made driving on some of our rougher roads, interesting to say the least.

Today, we enjoy the opportunity to have a conversation, as do the neighbours, while driving without the constant exhaust drone plus the slightly softer suspension. What a relief using Sync 3 which has now been Kiwi oriented.



With fuel prices at the pump on the rise, the 9.6L per 100Km is a welcome bonus. Better economy is achieved on a longer trip to Taupo or up north.

Since 2020 we have done various road trips with the car regularly used daily. Today, the speedo is showing just over 15,000Km in 18 months.

When using the car around Auckland I am mindful that the longer bonnet and turning circle does not at times, lend itself to some car

park building ramps or car parking spaces. You just need to remember that you need a little extra room to open the driver's door.

For longer trips the Mustang is a great cruiser with an excellent B&O stereo system. Sync 3 allows Spotify for example, to be connected, which is a bonus that I could never enjoy previously.

We do notice however, as you get older, that the doors seem to get heavier and that you need more room to exit. Even more reason to be careful where you park. I have and no regrets purchasing a '4 pot' mustang, apart from that V8 exhaust sound, doing everything else just as well.

When I first purchased in 2016, I joined AMOC, but must confess, that I did not take advantage of any club events or activities apart from going to some mustang car shows as a spectator.

Having now joined the AMOC Committee, and now seeing first-hand all the hours and hard work that goes into planning and running events, I appreciate even more the benefits of being in AMOC and attending events. With around 400 members and growing, AMOC is struggling in the current Covid environment to plan for any new events, and like so many other clubs, feel as if they are in a holding pattern until these various virus variants move on.

However, this will all pass, and normality will return and with it, a return to the various club events which everyone has come to enjoy over the years.

At the same time, the Governments recent travel announcements has given a glimmer of hope that we can also look forward to those overseas trips which have become but a distant memory. There will be the opportunity to do road trips, visit car museums and car shows, enjoying all the fun that this brings. During our travels we did visit various overseas car museums including coinciding a visit to Monterey Car Week and Carmel where you rubbed shoulders with the famous and rich and got to see their cars parading around the local streets and parked on the Red Carpets outside various venues.

We can look forward to renewing the friendships we have made over the years in AMOC and a resumption in those delayed car shows and events.





# Club working bee

Article – Steve Hawkins

## Preparing one of our teams cars for the Ellerslie Concours

Over the weekend of 22/23 January 2022 a number of club members volunteered to help Steve and Michele Hawkins prepare their 2008 Roush P51A as one of the cars for the AMOC Team 2 entry in the Intermarque Concours d'Elegance at the Classic Cover Ellerslie Car Show. The working bee occurred over two days; the first at CTB for the underside (thanks to Sam Bakalich for the offer to use CTB's facilities) and the second at Steve and Michele's place in Pakuranga for the engine bay, interior and exterior.

Below is a shot from the Saturday and Steve and Michele thank those who helped: Ken Smith, Craig Borland, Mark Pritchard and Ken Muir.



The following is a shot from the Saturday, and Steve and Michele thank those who helped: Craig Borland, Dianna Bang, Glenn Metcalf and Peter Humphreys.



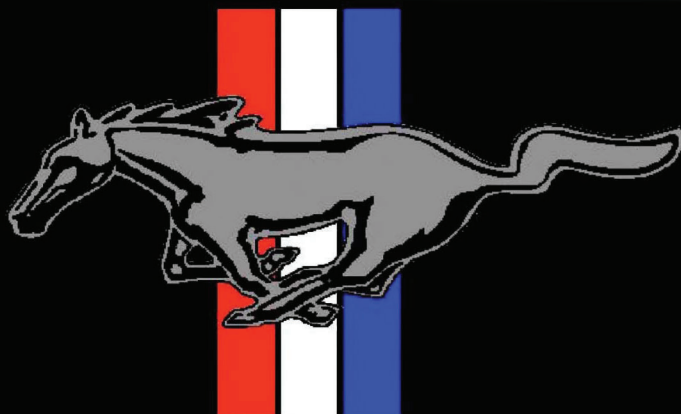


As well as being a huge help and transforming the car over two days, it was great to get to know other members of the club and socialise with them while working and at morning tea and lunch. It was at lunch on the Sunday that Jacinda made the announcement that we were going into red traffic light due to Omicron which meant that the Ellerslie show would probably be postponed. Michele suggested that we therefore didn't need to do any more cleaning on the car but the team chose to carry on in the afternoon! This car was the one previously owned by Peter and Deb Corby; Peter had a dream of entering it in the Ellerslie show but sadly passed away before he could achieve that. Steve and Michele are no strangers to Concours as their red 1969 Mach 1 (which they still own) was in AMOC teams in 2015 and 2016. Now the Roush is under a car cover so that it is kept in pristine condition until the postponed Ellerslie Car Show (now confirmed as 12 February 23) or as Michele puts it "another \*\*\*\*\* car we can't drive"!

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