

## FEATURE CAR

1969 FORD MUSTANG

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"AT FIRST GLANCE THE CAR'S SKIN MAY APPEAR TO BE A PERFECT RESTORATION JOB, BUT ON CLOSER INSPECTION SOME VERY SKILFUL CRAFTSMANSHIP HAS BEEN USED"



### WORK HARD, PLAY HARD

Like many of his peers, Pukekohe resident David Polwart has always had a fondness for the '69 model. However, when with running a business and raising seven children, owning a '69 was always just out of reach. For quite some time the dream was all but forgotten, until around three years ago. For some reason Dave decided there was no better time than the present to spend his kids' inheritance. Although the thought of going all out and buying a rare exotic like a Boss 302 crossed his mind, he really wanted a car he could drive, rather than one that needed to be wrapped in cotton wool. Dave decided to start scouring eBay and other websites to track down a suitable starting point, but neglected to tell his wife his intentions until just before the cash changed hands. Knowing he wanted a custom ride rather than a run-of-the-mill Mustang, he decided there was no point chasing a factory matching numbers vehicle. Instead, what Dave needed out the family's hard-earned cash on was just a standard, average condition '69 with a tired motor. One can only imagine the look on Dave's non-car-loving wife's face when his beloved purchase arrived. Either, like most car-lovers, she couldn't see the potential in the car, or perhaps she knew it was going to take a lot of time and even more money to turn the ugly duckling into a swan.

### CRAYFISH POTS

#### AND BLOWN PROPORTIONS

As we well aware that the name Matamata PanelWorks appears in these pages regularly. It is with good reason, however. Dave was very familiar with the reputation the PanelWorks guys have earned, and knew they were just the team to help get the car to where he wanted it.

Although his purchase appeared to be in relatively good condition, the odd sign of previous repair work aside, it was decided to acid dip the shell so the team had a clean starting point.

It was once the shell was returned from Rotorua's Kiwi Dip Stripping that the Matamata team and Dave were in for the shock of their lives. Dave recalls: "I got an email from Malcolm [part-owner of Matamata Panel Works] with the title 'Holy shit'. It was a picture of the car after the stripping, and there were more holes than metal left. From then on the car was called the crayfish pot. It was that bad that none of us could believe it, so for the car to end up looking as great as it is today gives you some idea of the skill [an [another part-owner of Matamata Panel Works] and the boys have."

Thankfully, with the number of Mustangs restored these days, most body panels are available as off-the-shelf reproductions, though installing and fitting them is no job for the back yard handyman, especially if you want it done right.

Working with such highly skilled bodywork guys meant it didn't take long for the mild repair/resto to turn into a custom bodywork bonanza. While many of the ideas were Dave's, some were Ian's, and thankfully the two agreed on every single modification.

Once the new floor, rear quarters and roof panels were fitted and the panel gaps were perfected, the customisation began.

I remember actually being shown the car when it was on the jig almost 12 months ago now, Ian pointed out the way the strut towers had been moved out 25mm each side. Although Ian was telling me in his thick English accent, "We chooped 'em 'ere 'n' coot aut on unch, but

## SPECS

Engine: Robert Pond Racing 427 (now displacing 789cc), aluminium block, Scat crank, Scat W-beam rods, ARP bolts, CP dish pistons, 10:1 compression Comp Cams roller hydraulic cam, Crane hydraulic rollers, Smith Bros custom pushrods, Erson roller rocker arms, Caton road-race oil pan, aluminium Keith Craft racing CNC ported Stage 2 heads, K&W air filter, Ford sidewinder C6 aluminium manifold, Nos Ford original CS-BV 780cfm Holley carb, Barry Grant fuel pump, Barry Grant regulator, Aeroquip and Fragola hoses, MSD 6AL billet distributor, MSD leads, Hooker super competition three-inch exhaust, 40 series flow masters, aluminium radiator, alloy water pump, custom-made valve covers and breather tank, billet aluminium pulleys, driveline: Tremac TKO 600 five-speed gearbox, lightened billet steel flywheel, 11-inch big block, 26-spline Kevlar clutch, welded clutch hydraulics, Lakewood bell housing, LTD housing and Ford nine-inch, big bearings, 31-spline axles, 3.25:1 diff gears, custom-made driveshaft

Suspension: RRS struts, Konl shocks, three-link RRS rear, RRS rack and pinion, Total Control bottom arms, one-inch front sway bar

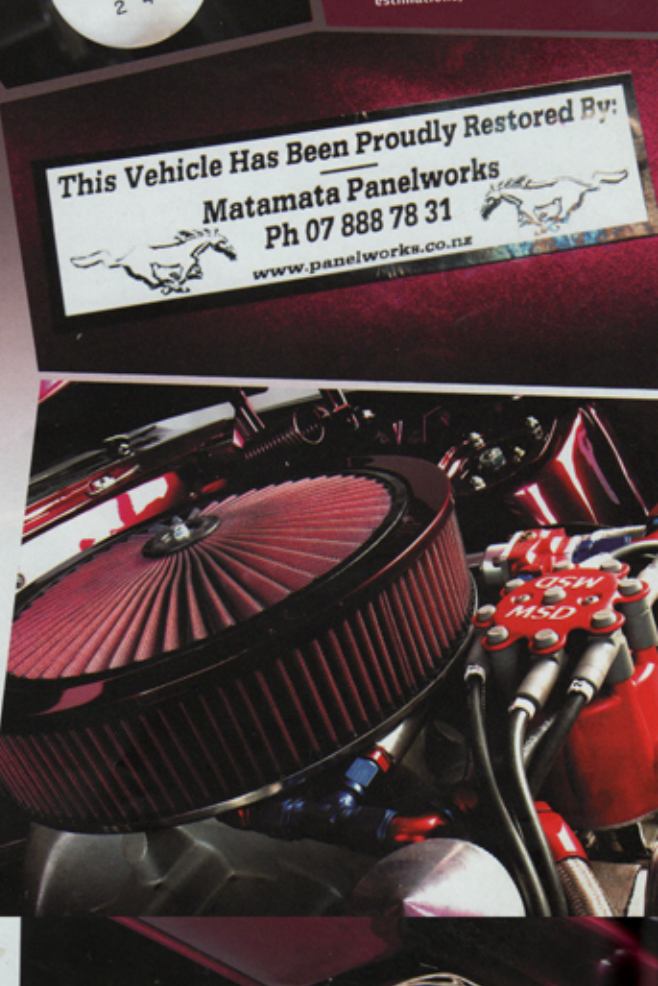
Brakes: Brembo front callipers, RRS rear disc packs

Wheels/tires: 17x8 and 17x10 Foose rims, 245/45R17 and 285/40R17 BF Goodridge tyres

Exterior: Modified front strut towers, modified floorpan, custom rear firewalls, modified humpers, custom front valance, custom rear valance, all locks removed, custom PPG paint

Interior: Modified and re-trimmed seats, Grant steering wheel, Hurst shifter, Auto Meter gauges, VDO Dayton audio

Performance: 447kW-plus (600hp-plus), 841mm torque (conservative estimations)



This Vehicle Has Been Proudly Restored By:  
**Matamata Panelworks**  
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