

MyCarRules

What revs your motor? Take Amy Haydock for a spin [e rockymirror@capnews.com.au](mailto:rockymirror@capnews.com.au)



WHAT A BEAUTY: Peter Moss has put plenty of hard work into this 1968 Ford Mustang Fastback. PHOTO: SHARYN O'NEILL ROK120812SMUSTANG



Peter Moss thinks he "had petrol in his veins" when he was born, as he's always had a love for cars.

Petroleum runs in car lover's veins

New vehicles don't have character like classics

What is your name?

Peter Moss.

What is your current job?

Project officer.

When and where did your passion for cars start?

When I was born. I think I had petrol in my veins from day one.

How many cars/vehicles do you own and how many have you owned?

I currently have two classic cars, a 1968 Ford Mustang Fastback, and a 1977 Holden Torana Hatch.

My daily driver is a ute for carting bits for the cars around.

I have owned about a dozen cars altogether, including the ones I have currently.

I have only converted to classic cars over the last five or six years. After being involved with classic cars I don't think many of the new cars have a great deal of character.

What is your mechanical specialty?

I am a bush mechanic at best, but I am particularly bad at anything electrical. My friends have banned me from doing any electrical work on my cars. You might say I have a trade qualification in conning my mates into helping me.

What was your first car and why did you choose it?

My first car was a Holden Gemini.

Where is the best place to go in CQ for spin?

The beach is always a nice relaxing drive, but it would be great to have a motorsport park in the region.

Tell me about your car. What is it and why do you like it?

My car is a 1968 Ford Mustang



Peter Moss would like to see a motorsport park in the region.

Fastback. I have been keen on them ever since I saw Steve McQueen driving one in the movie Bullitt in about 1969.

Mine was imported from the US by a Melbourne dealer, resplendent in canary yellow paint over cream, over the original green - 40-year-old cars are full of surprises. It is now Starlight Blue, a period-correct Ford Falcon colour.

The original 289 V8 had been replaced with a Ford 302 when I bought the car. I have since replaced that engine with a 418 cubic inch Ford Windsor stroker making about 500hp. It features a forged and balanced rotating assembly, Edelbrock aluminium heads and a roller camshaft. The Ford Toploader gearbox and nine-inch differential are period correct, as are the American Racing wheels, which were used in the American Trans-Am racing series in the late '60s.

The suspension is factory configuration with upgraded springs and sway bars, Koni

adjustable shock absorbers, and Shelby-style under rider traction bars.

The interior is standard 1968 Mustang, complete with air-conditioning which was fitted to the car from new.

How many hours/weeks/years of work have gone into your featured car?

The restoration took about three years, and included conversion from left-hand drive to right-hand drive, ... bare metal respray, and full refurbishment of all the running gear. I couldn't begin to count the amount of time I spent on the car during that time, but it doesn't matter because I enjoyed every minute of it...

What has been the best thing about owning a classic car?

The people you meet. I am a member of the All Classic Motor Club Central Queensland, and have made a lot of really good friends in the club. That is a bonus I didn't expect when I bought the car.



The Ford Mustang's Starlight Blue colour stays true to its era.

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