

BURBLE



July 2012

The Shelby Legacy Continues ...



Canterbury Mustang Owners Club

Website: www.nzmustang.com/Clubs/Canterbury.htm
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IN THIS ISSUE

Regular Features

- Your Committee
- From the Editor
- New Members
- Presidents' Report
- Club Captain's Report
- Events List

Member Profiles, Run Reviews, etc

- Remembering Carroll Shelby
- Report: Ferrymead
- Report: Mystery Runs
- Report: All USA Timaru
- Report: All Ford Westport
- Member Profile: Manny Sims
- Member Profile: Mike & Nanette Hart
- Member Profile: Jeff & Sonia Clare
- Member Profile: Nigel Hudson

This Magazine also available online in PDF format if you wish to share with others who may be interested

www.nzmustang.com/Clubs/Canterbury/events

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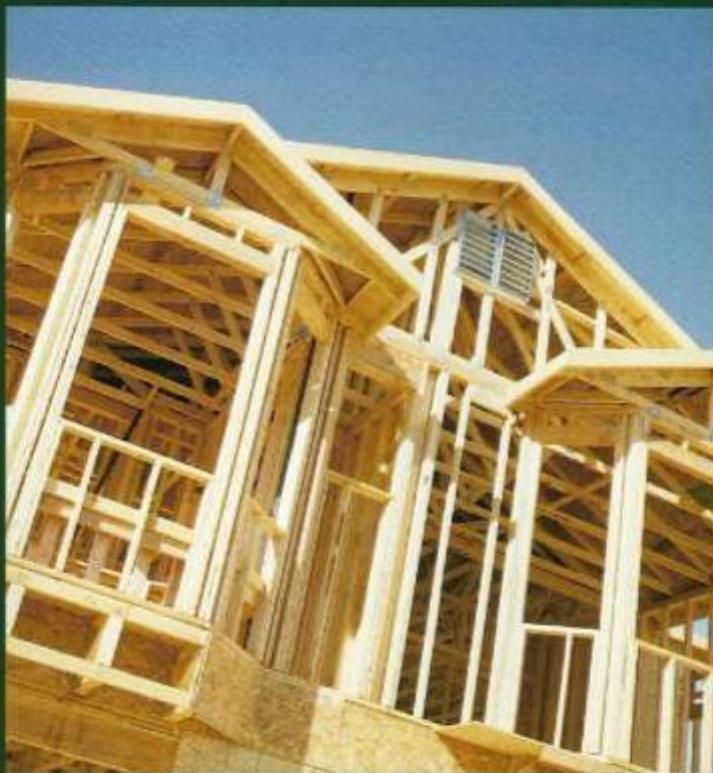
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"WE'LL SEE YOU RIGHT"



Hi everyone—hope you are surviving the winter months without too much hardship. I can thoroughly recommend a week on a tropical island to restore zest for life and top up the Vitamin D levels. Peter and I spent a wonderful week being lounge lizards beside the lagoon or pool in Samoa the week after the big snow dump in June. First time we have ever treated ourselves to a winter holiday in the sun and I'm definitely converted to the concept from here on.

Since the last edition we have had our Annual General Meeting and welcomed Suzanne Donaldson, Barry Crum, Barry Fairbrass, David Bannan, Nigel Northcroft and Garry Jackson to the committee. The other notable change is splitting the Secretary/Treasurer role, with Ann Baird taking on the role of Club Secretary, with Shelley Williams remaining as Treasurer.

Thank you to all new and continuing Committee Members for their time and efforts in organising events; keeping us up to date with news; keeping Club finance and correspondence up to date.

With the passing of motoring legend Carroll Shelby I felt it timely to devote some space in this edition to a man who had a huge influence on the world of Mustangs. Will we ever see the likes of Carroll Shelby again?

Roll on Spring Cheers Dallas



Club Windscreen Sashes available for \$15 from Ann Baird, Club Secretary. Email cmocinc@gmail.com



New Members



Brendon & Gail Woods, Akaroa

Bruce & Priscilla Thacker, Oamaru

Dave & Zena Hillman, Christchurch,

Dennis & Viv O'Brien, Christchurch,

Clinton Dollimore, Prebbleton,

Jane Buckman & John Kershaw,
Marlborough,

Nigel Hudson, Christchurch

Richard and Nicky Chilton, Christchurch



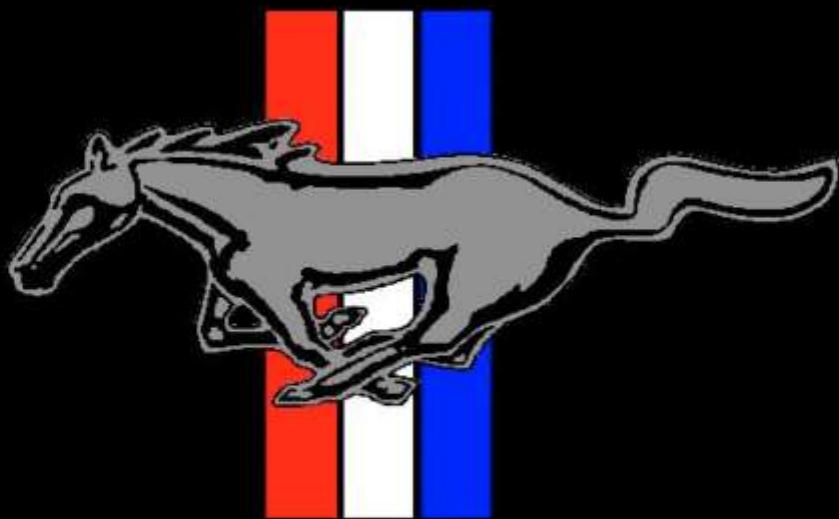
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A life well lived . . .

Carroll Shelby, a man whose vision for performance transformed the automobile industry.

Born on January 11, 1923, in East Texas, Shelby came to embody the ingenuity, tenacity and grit needed to win during his 60+ year career.

Shelby returned to Texas after serving as an aviator in WWII, where he dabbled in business with a dump truck operation, a chicken farm and a sports car dealership. It was while he co-owned the Dallas dealership with fellow Texans Jim and Dick Hall that Shelby first tasted car manufacturing.

In just a few short years, he became a dominant figure on the racing scene. He was courted by the top car manufacturers in the world to drive for them, including Ferrari.

Shelby captured three national sports car championships in the United States, earned a spot on the Aston-Martin team in Europe, won the 24 Hours of Le Mans and set land speed records at Bonneville Salt Flats. Twice, he was named Sports Illustrated's "Driver of the Year."

Carroll Hall Shelby

1923—2012



Carroll Shelby stands with his Shelby Cobra Concept

Together, they created a handful of "Scaglietti Corvettes" that were based on GM's roadster.

Meanwhile, he began to feed his obsession for speed. Shelby's first race was at a drag strip in a 1932 Ford. Moving on to road courses, he raced throughout the USA in his spare time. When all of his chickens died of limberneck disease, Shelby moved into the cockpit as a career.

Once on his way to a race, Shelby had to wear his work clothes from the farm to make the start time.

When his odd racing attire netted him more attention and publicity than his victory, Shelby made the striped bib coveralls his trademark.

Still in his prime, a heart condition caused him to abandon his racing prematurely in 1960. Instead of reeling in self-pity, Shelby turned his attention and talents to race car design and automotive manufacturing.

Carroll Shelby believed in combining big horsepower with inspired engineering. He first approached Chevrolet because of his experience with the Scaglietti Corvettes.

The idea was to fit the 283 c.i.d. Chevrolet motor into the AC Ace chassis, as the English carmaker had lost its engine deal. However, GM turned down what would have essentially been a competitor to their existing sports car.

Continued over

2012 Convention

START MAKING PLANS TO ATTEND NOW

19th to 22nd October - National Mustang Convention

Hosted by Manawatu Mustang Owners Club

Venue: TSB Arena Wellington (near the Waterfront)

Accommodation: The Brentwood Hotel www.brentwoodhotel.co.nz

Check out the NZ Mustang website for more details as the date draws nearer.



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A life well lived ...

Continued



That led Shelby to approach Lee Iacocca at Ford Motor Company with the idea of building a two seat sports car using the company's new small block engine. It was the beginning of a lifelong friendship between the two.

When Ford agreed to supply motors and cash to start the venture, Shelby vaulted into action. He formed "Shelby American" around a group of Southern California hot rodders. They shoehorned Ford's engine into the light-weight Ace roadster. Christened the Cobra, a name which Carroll said many times came to him in a dream, Shelby's CSX2000 was introduced at the New York Auto Show in 1962. It turned the sports car world on its ear.

After developing a competition version of the Cobra, Shelby fielded a team in Europe to race against the best. In addition to racing the Cobras, both in coupe and roadster form, he eventually added Ford GT's to the team at the behest of Ford Motor Company.

For several years, he operated businesses in Africa until civil war in the region closed them down.

Shelby was also a pioneer for modern licensing programs in the automotive industry.

Beginning in the 1960s, he began licensing his name and designs for various products. In 1982, he began helping his friend Iacocca, who had assumed the helm at Chrysler, to enhance performance of the cars at the struggling company.

His team turned the lowly K car into a pocket rocket and pioneered a new class of cars. They also created the muscle truck and developed the Dodge Viper, which paced the 1991 Indy 500 with Shelby at the wheel.



Carroll Shelby (left) won the 1959 Tourist Trophy at Goodwood in England alongside fellow Aston Martin teammates (left to right) Sir Stirling Moss,

In 1965, they won the FIA sports car world championship and the next year captured the overall win LeMans with the Ford GT and a class win in the Cobra Daytona Coupe. Carroll Shelby is the only man to have won the prestigious Le Mans race as a driver, team owner and automotive manufacturer.

At the same time, Shelby's operations turned out the Shelby 289 and 427 Cobras, as well as a succession of Mustang-based Shelbys created at the request of Lee Iacocca at Ford Motor Company.

He scaled back his California operations in the late 1960s when new government regulations and insurance rules began to affect the sales of performance cars.

In 1988, Shelby started building Cobras again. Teaming with McCluskey, Ltd, he began development of the "mystical 43" 427 S/C big block Cobras, which were the last 43 chassis numbers left from FIA homologation. That laid the groundwork to develop a limited line of "continuation" big block Cobras.

In 1995, his long-established company, Shelby American, opened a facility in Las Vegas at the new Speedway to expand his continuation Cobra operations. In Las Vegas, he later manufactured the Oldsmobile powered Series 1 roadster in cooperation with GM and added other Cobra models.



In 2005, Shelby entered into a new agreement with Ford Motor Company that involved him in the development of the new Ford GT and led to the re-introduction of several Mustang based Shelby cars, including the Shelby GT-H, Shelby GT-500, Shelby GT-500 "Super Snake," Shelby GT and Shelby GT500KR.

Carroll Shelby will always be remembered as an innovator, a performance vehicle legend, Shelby American Inc, headquartered in Las Vegas, continues to build authentic continuation Shelby Cobra vehicles. It also offers the best and most exciting contemporary American muscle cars on the road, such as the post-title Shelby GT500 "Super Snake", Shelby GT-350 and the Shelby GTS.

Carroll was a visionary who never stopped seeking ways to build faster, better cars. He was actively involved in each of the models being built, the development of a parts business and each of the cars scheduled to be introduced over the next few years. Carroll Shelby was the ultimate competitor and his spirit will continue to guide the company, putting into place his visions for the future.

1966 ... Rent a Racer

In September of 1965 Shelby American General Manager Peyton Cramer struck up a deal with Hertz to offer the 1966 GT350H Mustang as a rental car. The program was a clever one for Ford and Shelby as it worked to promote the Shelby Mustang to potential buyers. As Ford puts it, "The idea was to put high-performance, special-edition Shelby Mustang coupes into the hands of racing enthusiast-minded rental customers." That's right, if you were a Hertz Sports Car Club member in 1966 (and 25 years of age), you could drive off the rental car lot in a performance 306 hp Mustang fastback. Total cost: \$17 a day and 17 cents a mile. Not a bad deal by today's standards and not a bad deal back then.

1966 Shelby GT350H Facts: 1,001 Produced, Cobra 289 High Performance V8 engine, Output: 306 hp and 329 lb-ft of torque, Total cost in 1966: \$17 a day and 17 cents a mile

As you can imagine, this venture was popular among the racing enthusiast crowd. In fact, it's been reported that some renters actually took their rental cars to the track where they would remove the engine and put it in their personal race car. At the end of the race they'd drop the Cobra engine back into the rental car and return it to Hertz. The idea was to avoid damaging the rental car, while boosting the performance of their personal ride.

Over the years the 1966 Shelby GT350H Mustang has become highly sought after by collectors. Due to the harsh driving conditions they were subjected too by rental car drivers, many of the cars were taken out of commission years ago. In fact, there was a time when no one wanted to touch one with a 10 foot pole. After all, buying a used rental car wasn't the thing to do. Well, years later the ones that are left are extremely valuable and easily net \$150,000 or more in auctions each year. In fact, those lucky enough to own one own a coveted piece of Mustang history.

In all, the car has grown in popularity over the years. In fact, it grew so popular the powers that be decided to bring it back for a new generation of drivers. Forty years after its initial introduction in 1966, Shelby got together once again with Hertz to offer up the 2006 Shelby GT_H Mustang once again featured a black exterior with gold stripes. Keeping with tradition, the cars were fast both on and off the track.

Although the 1965 Shelby GT350 is what started it all, the 1966 Shelby GT350H is the car that delivered the message to the world.

Who is that under the hood?



ALL FORD

Queens Birthday 2012

This year 18+ CMOC cars attended the Annual Westport All Ford Weekend. Umbrellas were a must have accessory for the weekend but the grey skies certainly didn't dampen spirits. The afternoon bus trip was to the Gold Mine near Charleston. Thanks to the team for arranging all the social outings - great fun.

Trophies won at event by club members:

- Best Club - Canterbury Mustang Owners Club
- Best American - Glen & Kathryn Martin
- Best Australian - Dick & Mavis Cleall
- Best Individual Display - Ray and Gail Spencer



Bottoms Up Colin ... !!



From the Lambert Chronicles ...

End of April and Colin asks, "What car do you think we should take to Westport?" I said, "That since we took my truck last year that perhaps we should take something else.

What about the Mustang?" "Noooo that needs a new heater core, it's leaking'. OK. "What about the 58"? "Nooooooooo we have taken that before". "OK well that leaves the Galaxie". "Noooooo, it needs a tune up and has leaky wheel cylinders in the breaks and a flooding carburetor. Plus it will need a warrant".

OK. "Well Colin you decide, you have enough time to sort out which ever car". Mmmmm this will be interesting. 10 days before the departure date to Westport Colin decides it's going to be the Galaxie.

That meant that the weekend before departure the Man Cave would be the height of activity. All that was left to do was to get up and have the car at the local garage at 7am for a warrant before going to work. Done. Sweet.

2nd June up early all eager for our trip to Westport. Yeah. Down the garage Colin goes. He returns with 20 litres of Avgas with the intention of topping up with 96 as we make our way to the Peg. Off we go. Intersection from Old Main North Road across the Main North Road and it's time to leave some rubber on the road as we approach the back entry into the Peg car park. No surprises there. In we pull with many heads turning to look at who has just arrived

Colin decides that this would be a good opportunity to lift the bonnet and advance the spark a whisper. Another Galaxie owner sighted water leaking from the Header Tank. Oh Nooo. Heads are scratched and a very quick decision was made to return home and transfer baggage to another car.

Fortunately we were only 5 minutes from home. Decision was made that it would be the 58. Home we arrive garage door is up, mindful that the rest of the cars will by now be on their way.

Oh Nooooo battery is flat. Colin busies himself, battery pack quickly on hand and baggage transferred. Battery Pack is put away, nearly ready.

Oh Noo car dies. Battery Pack comes back out we try again.

Yes we're off. As we backed down the drive I thought I would inquire what we would do as another trip to the local garage was required. No Avgas this time. As we pulled in Colin told one of the staff that we may need a jump start once fuelled up. Low and behold the dear old girl kicked into fire first turn of the key. Yeah we are finally off.

As we arrived at Culverden all the cars were just pulling out. With a little bit of pleading I managed to get Colin to stop to get take away coffees. Yum and well needed. Then we are on our way again. All were happy.

Half way through the Lewis I noticed a trickle of water appearing at my feet running from somewhere under the dash. Mmmm, How shall I mention this? Just say it, so I did. We both kept a close eye on the amount of water that was trickling until we reached Reefton and the rest of the cars.

Lunch was not looking too promising but Colin was out of the car, bonnet lifted, boot lifted, tools appearing and I decided it was best to stand right back and say nothing. A couple of pass byers commented on the fact, that that wife knew her place. Meanwhile Colin busied himself. The water pipe to the heater was disconnected and reconnected it to the motor. Checked water and managed to get some lunch. Colin as this point mentioned that he hasn't thrown his toys out of the cot and yes, he was right, he hadn't.

The rest of the weekend went really smoothly but I have to say I have booked in with Colin that it might be best that we take the truck next year. He has plenty of notice and time to think about it. And I have to say the reliable Chev got us there and back last year without a hitch.



Suzy Lambert



Mystery Run—Sunday 20 May



Starting out from Sawyers Arm Rd—John & Rob led us a merry dance around the outskirts of the city—ending at the Speights Alehouse Ferrymead for a pint or three! Thanks to the lads for a great day out and congratulations to the prize winners. Great line of V8 Muscle above ... and I'm pleased to report that no divorce proceedings have been instigated as a result of any perceived negligent navigational capacity or ability to interpret instructions on the day ... Whew !!



Sunday 1 July

Independence Day run was celebrated a few days early here in Christchurch with a crew descending on the Petrolhead Breakfast at Sawyers Arms Rd ready for another Mystery. We were treated to stunning views of the mountains as we headed out to Oxford, over the Ashleigh Gorge, ending at the Leithfield Pub for drink and grub! Thanks Pete & Suzanne for arranging another great day out.



Nigel exported himself from Wanaka to Christchurch early this year. While many are making the choice to move away from the Garden City, with Nigel's experience driving heavy machinery, including work on new housing developments, there is plenty of opportunity for him here for a year or three.

Nigel hails from a farming family in Lawrence, Otago (so don't expect him to be backing the team in red & black any time soon!). In his early working life he owned and operated a couple of businesses in the Lawrence community including the Corner Store – so he could roll you a Tip Top Hokey Pokey double scoop chocolate dipped Ice Cream (my personal favourite) as easily as he could drench the sheep.

The first opportunity to take the new beast out for a run was the Mystery Run mid May which ended up at Speights Alehouse Ferrymead. For those of you who went on this run you'll remember we went through the tunnel to Lyttelton (and back of course). Nigel and navigator Cheiree went through the tunnel 4 times in total and they were still laughing at the finish line. We all know that girls can't read maps and men never ask for instructions !!

Indulging in a V8 at this time in life is just a natural progression to a more subdued type of speed thrill. Nigel's father raced the big offshore Power Boats for many years and Nigel used to crew for him.

Member Profile



Nigel Hudson

While living in Wanaka Nigel worked at the Cardrona Ski Field and the SHPG, the Tyre Proving Ground up the Cardrona Valley. This is where the Northern Hemisphere teams come to test their tyres in Snow & Ice during their summer.

So having made the move to a new city he realised he would need to get out and meet the locals on their turf. Having heard how much fun we have with the CMOC and thinking it was about time he indulged in a new toy, a visit to The Mustang Centre to check out the latest offerings was a must do.

Although there were several beauties to choose from this is the car that called out 'Take Me Home'!! When asked what he loved most about the car he said that he really liked the black/silver colour combination, the Shelby Pedigree and the awesome sound system. He has been impressed with how it drives and been pleasantly surprised with the fuel economy he can't have been making it work hard enough !

From there Nigel went into racing his own single hull boat. His favourite had a 150 Mercury outboard motor which had him flying across the water at around 90mph!

From boats it was into $\frac{1}{4}$ mile sprint car racing. This goes back about 20 years so the speeds he was getting in his XE Fairmont Ghia (V8 big block) wouldn't rate a mention today however at the time mid 14's in a road registered vehicle was pretty good. He reckoned he'd have to ditch the doors to go any faster but that might make driving to and from work a bit tricky!

So it appears that the love of muscle and need for speed is in his blood. I think a fairly high percentage of South Otago boys come hardwired with the same blood group!!

Welcome to the Club Nigel.



Member Profile

Jeff & Sonia Clare

It's all my Mothers fault!

Back in the 70s being 13 years old with a Mother that drove a Falcon GT Coupe who enjoyed nothing more than a good drag race from the lights – what chance did I have! I was always going to be mad about cars, especially the V8 variety.

Luckily for me, my long suffering wife Sonia, shares my interest. It was very much a case of “If you can’t beat them, join them.” It’s obviously a DNA thing as both our sons and grandson are also car nuts.

My first car was bought with my paper round money when I was 12 years old. It was a Model A which I ended up keeping for 30 odd years. We used it for our holidays, rallies and daily use and basically wore it out twice. Although they don’t remember it obviously, both the boys went to the hospital to be born and came home in one of the A’s. In Ben’s case there was a stream of nurses asking Sonia if she had arrived in the “funny truck”

Along the way we have owned lots of American cars including 1966 Mustang, 1994 Mustang convertible and the present Mustang is a 2002 GT convertible which we imported 6 years ago and kept LHD.

We were in Honolulu in 1994 when they released the new shape Mustang so trekked off to the Ford dealership for some car porn.

The bright yellow convertible on the stand had Sonia hooked and we ended up with the 2002 some years later. The convertible is a nice low mileage car and I will probably resist the urge to modify it (for the time being!).

Our other interests include rock n roll dancing, which dovetails nicely with Sonia’s RHD black plate 1957 Ford Custom 300 (5.0 GT Mustang powered with AOD auto).

I also have a 1972 Ranchero in original Grabber Orange and a 1972 Escort Mexico which is used for classic motor racing. Sometimes there is so much fun going on we just can’t fit it all in.

We joined the Mustang Club about twelve months ago having been in the Auckland Club previously.

We moved home after the earthquakes (go figure!). Canterbury is home, so the move is really a no brainer. We are really enjoying the Mustang Club and are looking forward to going on the Kaikoura run.

Jeff & Sonia

Bio & Photo provided by Jeff

Shane, Paul, Brian, Peter & Ross



Timaru turned on a sparkling day for the Annual USA day this year, which had the Canterbury crew airing out the picnic gear.

Once again a great weekend away. Thank you to the South Canterbury crew for their hospitality.

The drag car owner was able to demonstrate how to use a fire extinguisher. Having a hot motor is great but without the flame throwing feature next time!

Member Profile

Manny Sims



Manny recently made the local rag in South Canterbury (aka The Timaru Herald) with an article written by John Hobbs. Since he's enjoying his celebrity status and celebrating the big 60 this month I thought we'd give him a chance to tell a bit more of his story to us.

The licence plate on Manny's '65 Ford Mustang Fastback (a present from his daughter) says it all really ... NICE65.

Manny is the third owner of the sleek black machine which arrived from the sunny US state of California in 2006.

After having it repainted and a few modifications such as replacing the 'sunkissed' dashboard, lowering the suspension and adding shiny new mags, all he has to do now is keep it clean and polished.

Manny says it's a beautiful car to drive which turns heads wherever he goes and it's great to see that younger kids still appreciate a cool car.

A fan of American cars, particularly Fords, Manny has adapted easily to driving a left hand drive car, even if some passengers find it a little disconcerting sitting on the right hand side with no steering wheel, and not even able to grab the hand brake!

This Mustang, has clocked up about 70,000 miles (112,654 kilometres) and cruises comfortably at about 105kmh. Manny says it is surprisingly economical when it comes to fuel consumption ... however like all cars, much of that is down to how you drive it!!

It has a 289 cubic inch motor, original upholstery and has never been driven on a shingle road so even underneath, the car is in pristine condition.

When Manny bought the car and drove it back from Nelson he reckons he was grinning all the way, and the grin hasn't worn off yet, as you can see from the photo to the right.

Manny's first V8 was a 1938 Ford Deluxe which over 40 years he rebuilt a couple of times and regretted selling it. He mentioned something about a purchase price of \$220 and then proceeding to sink in LOTS of dollars (can't bear to write the number!!).

Not only does Manny have this NICE number tucked in the garage but it is also kept company by a '34 Coupe, a '57 Fairlane and a 1993 VP V8 Holden - quite a selection!

When I spoke to Manny, he and Pam were about to pack up the Coupe to drive to a National Hot Rod Show celebrating 50 years of hot rodding in NZ. Manny was invited to display the car at the show which features lots of chrome, all the mod cons and drives like a new car. Something very special by the sound of it.

Manny has a 'need for speed' which he has fed over the last couple of decades racing his Mustang in the Pre '65 Class around the South Island. (hence the need for the Holden as a tow vehicle).

Happy Birthday Manny - wishing you and Pam many more years of fun with your V8s.





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Vehicles featured on this page are a sample of some of the work that Steve undertakes

Member Profile



Mike & Nanette Hart

Mike & Nanette are recent recruits to the Mustang Club. By recent I mean in last 2 years, joining when they purchased their lovely 1966 Notchback. At the time Mike was looking for a 1967 Fastback (his dream car) however whilst 'mooching' around The Mustang Centre one day he spotted this little number in the workshop [and yes blokes do 'mooch' why on earth you find it so hard to go clothes shopping with the lady in your life when you could look at car parts for hours beats me!]

Back to our story ... Fortunately the then owner of the Mustang was thinking of buying a Stage 3 Roush and was trying to decide whether to keep both cars. Hibby, whom Mike has known for many years, made the call to the owner and the deal was done. Mike didn't have to work too hard to twist Nanette's arm into the Mustang. Although she made some comment from the background about wanting a Porsche in the driveway with her name on it, but surely I got that wrong!

The car has been in NZ around 5 years. The previous NZ owner added his stamp to the car with many after market goodies, lots of bling ... Mike I can see you'll have the hood up at the next meeting to let all the guys check out the bling ...and they say girls like shiny things!

The motor is a warm 302, runs and drives really well and Mike assures me it's pretty 'good' on gas. Although he was a little nervous heading off to Westport at Queens Birthday Weekend knowing it was their longest run to date and more importantly he was worried that the fuel gauge was not accurate ... you're not alone there Mike ... one of the many 'joys' of motoring with 50 year old technology!

Mike loves the car as it is and 'currently' has no desire to change anything. His plan is to enjoy driving it and participating in Club events. He does enjoy letting the pony have its head occasionally but he declined to tell me just how much head ... never good to put a number in print! Let's just say he's looking forward to letting loose at the upcoming CMOC outing at Ruapuna.

Mike and Nanette have clocked up 28 years marriage, with 3 boys ranging from late 20's to early teens, and at this stage one lovely 3 year old grand-daughter. Many of you will have met their youngest Vinnie on Club Runs when Football commitments allow. Over the school holidays Vinnie has been in Canberra with his local Football Club competing in the biggest Australasian Football competition, the Kanga Cup.

Nanette says the biggest challenge this year has been housing the Pony. When they purchased their home in January they had no idea it would take 6 months of paperwork (let's not even mention the fees) to get the necessary Council approval to build a garage. By the time this article goes to print construction of the new stable will be under way and their pride and joy can come home. Getting access to the Mustang has been a challenge at times, hence the necessity to hitch a ride from Petrolhead Breakfast to Leithfield Pub in the back seat of a Camaro!

Mike and Nanette love getting out in the car and enjoying Club Runs.



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Sunday 17th June

Northwood / Red Zone
Ferrymead

Approximately 20 cars took advantage of the sunny day as an opportunity to get some fresh air and enjoy the cruise arranged by Rick Paulsen.

Yes the sun was shining—but if you were thinking that sunshine meant a warm day ... definitely just an illusion that was very quickly dispelled once you alighted from your warm car into the cool Winter day. However considering only 10 days previously there had been snow on the ground I guess we shouldn't have been surprised that life in Canterbury that week was like living in a refrigerator.



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Paul Banks - Owner

President's Report

We're right in the heart of one of those winters that only Canterbury can throw up at us, hardly seems like a good enough reason not to be out and about in your Pony Car. Most of the cars that belong to our club members only come out for the odd run or two. I really admire those of you that get to use your Stang as a daily driver. I'm sure there's a story line there for our Editor.

The various events that we have hosted over recent months will be reported on elsewhere in this edition. Please remember it's "your" club and that you are encouraged to nominate, suggest, organise club runs/events. We have a busy calendar of spring events coming up so we trust you make the most of these opportunities. For those members that haven't been on a run so far this year I challenge you to recharge your muzzy battery, pump up the tyres and get along to our coming outings.

Should Classic Car Club members be required to continue to obtain a six-monthly WOF for their treasured cars? I doubt so. I see that in the UK they are looking at moving away from all pre-60's cars being required to have a WOF. Is this something that we as a Club should be pushing with our fellow Classic Car Clubs? And if so then with VTNZ. It certainly makes sense with me. Is there a Club member/s out there with any expertise in this area? If so we need you to put your hand up and take this project on.

Planning is underway for the 2014 National Mustang Convention that will be held in Christchurch, Labour Weekend 2014. A group from the wider committee has stepped forward to undertake preliminary planning. The substantially reduced number of venues and hotels that remain available in our city will present challenges, however I have every confidence in the team putting together a Convention that is fitting to recognise the 50th Anniversary of the iconic Ford Mustang.

Keep on cruising **Jeff**



Club Captain's Report

Hi everyone,

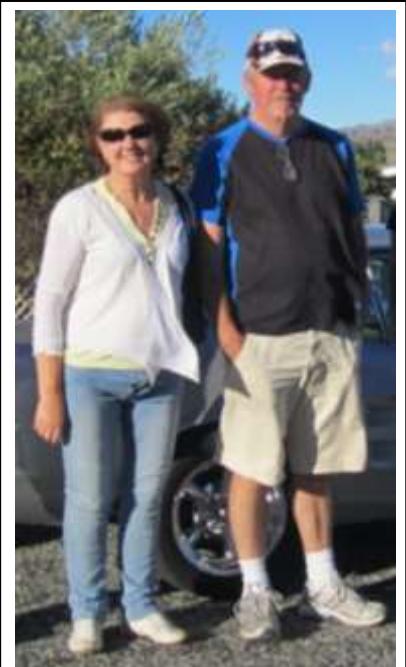
This year's committee contains a mixture of old and new faces who are all enthusiastic about bringing you an interesting calendar of events for the coming year. Since my last report we have completed The All American Day in Timaru, a fun-filled Dirt Carts evening, our annual Memorial Rally (after several false starts), a run to Ferrymead, the annual trip to Westport for All Ford Day and the Independence Day run. A big thank you to the organisers of all these events.

Coming up we have some of our big road trips in The Southern Muster, Kaikoura Hop and National Convention which all require a bit of forward planning with regard to accommodation etc, so please let the relevant organisers know as soon as possible if you intend going. All of these trips are to be recommended I can assure you.

Also we have a local trip or two and a Dinner/Dance coming up to add to the mix. It has been heartening to see a good number of new members at these events. Welcome to you all. I hope your mustang experience has been enjoyable so far.

The 50th anniversary of the Mustang in 2014 and with that the 2014 Annual Convention ,of which we are the host club, will begin to take more of our attention as the year progresses. Club members are encouraged to throw their ideas into the pot so we make this an outstanding occasion.

In the meantime, get those winter tidy-up jobs done and have those cars ready to go. **Cheers John**



Just in case you had forgotten what the lad looks like in shorts ... roll on Summer I say !!!



Events List!

17th- 19th August

High Country Muster

Annual get-together with our friends from
The Southern Mustang Owners Club.
This year's venue is Oamaru. Travel down
on Friday.

More details as they become available.

Contact Wendy 03 437 1363 or
021462299. Email cmocinc@gmail.com

25th August

Club Dinner – Twiggers.

A mid winter dine and gallop.

Contact Rob 027 4329388 or 03 3813289

16th Sept

Camp Quality – Show and Shine

at Ruapuna Raceway. A great way to
bring some joy to young cancer victims
and their families. Chance to have a few
laps on the track.

More detail soon

21-23 Sept

Kaikoura Hop

A great weekend away to celebrate
spring.

See www.kaikourahop.co.nz. Travel up Fri
night or Saturday.

Accommodation at Lobster Inn.
Contact John 021 0385 543 or 03
3321740

19/22 Oct

National Mustang Convention

hosted by Manawatu Mustang Owners
Club.

Venue is TSB Arena - Wellington. Accom-
modation Brentwood Lodge.

Contact Tony Schreuder 021 0656945.
[More details here](#)

Sunday 9th December - Note new date

Check CMOC Website for Event Updates

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