

Welcome to 'Burble'
Official quarterly magazine of the
**Canterbury Mustang
Owners Club Inc.**



PO Box 22-389
CHRISTCHURCH

August 2007

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Presidential Emissions

Welcome all to our face lifted club magazine with a new look and increased content I hope you all enjoy the read. Thanks to Buzz our enthusiastic new editor for making it all happen and Southern Mustang for their continued sponsorship of the magazine cover. Although this issue finds us in the middle of winter, I would urge you all to still use your ponies whenever possible, as your committee has put considerable effort into organising a raft of upcoming events and activities through to years end. Turnout to recent outings has been great with several new members present and even some old ones rejoining the club. Welcome back Ian & Carla Blokland [68 Convertible] and Garry & Loretta Jackson [641/2 Coupe].

The Tuesday night activities have also been well supported and by the time you're reading this we will have had another night at the dirt track go carts. This was very popular last time and no doubt we will have a new champion of dirt for another year! Another upcoming event is the Annual Concours show on 18th & 19th August. If you can help with the set up on Friday night or the tear down on Sunday afternoon please let us know. This year our two entries are Rob and Sue Donaldson's stunning '65 Coupe and Peter and Dallas Geddes' '03 Mach One.

Finally on a personal note, Megan and I would like to thank all those members who rang and sent notes and flowers after Megan's recent hospital stay, it was very much appreciated.

Yours in Mustanging,
Forbes.





Buzz's Burble

Giddyay everyone, welcome to 'Burble'!

Here we go folks, issue number one of the new Canterbury Mustang Owners Club quarterly magazine, "Burble". Some may ask, what the '#%&\$' is *Burble*? Well that book called Oxford says it is 'rambling speech', a 'murmuring noise', 'break up into turbulence'. Personally, I'm not too sure about all that techno-english stuff, but I have found there to be a pretty common language between both our members and our cars. They all burble away, sometimes to themselves and sometimes in the company of others, so I thought it a fitting moniker for our quarterly communiqué! I have given it a fresh face, but also endeavoured to retain some of the hallmarks from our previous version, that was originally so well created by Tracy and Greg Roberts.

It is my intention that the magazine focuses on bringing members up to speed with upcoming events and reading short articles from members about recent events (if anyone sends any!!); maybe some interesting news items about our favoured ride, the mighty Ford brand, or just something worthy of note about cars in general; and to also acknowledge the sponsors who help with donations and the financial side of things etc. I'd also like to include some technical or sourcing advice, so if you have some information that might be useful to other members, come across an interesting news article, or want to just send in your thoughts on something, please do so. My email is on the front page.

Thanks very much to those who have contributed, especially Jeff & Karen Waghorn, Peter & Dallas Geddes, Rick & Andrea Paulsen, Paul & Emma West, President Forbes and Captain Dave. It is these contributions, along with regular spots by the club executive and whatever stuff I am able to cobble together, that makes our journal the interesting read I hope you find it to be. Special thanks to Wayne & Annie Coster of 'Southern Mustang & Ford Spares'. They have generously sponsored the covers for *Burble* for the next couple of years! Also, a particular vote of thanks goes to one of their fine employees, graphic designer Taryn, who helped design and produce the cover artwork. I'm most grateful for her patience and skill. Southern Mustang & Ford continues to be a great supporter of CMOC and we are very grateful for this ongoing valuable support. Thanks Annie, Wayne and Taryn!

Thanks for the positive feedback from the interim version, it was appreciated. If you have any ideas for further development, I'll be happy to hear them. In the mean time, let's crack on with the '07 model....hope you enjoy the read!

Cheers for now

Buzz





Our Secretary Speaks...

Well over 60% of members have paid their subs. Just a reminder to those of you who have not paid your \$35 annual subscription fee, that unpaid subs at 30 June each year will incur a \$10 sur-charge. If you wish to pay your subs by direct credit please get in touch with me and I'll let you know the bank account details.

The Club sent flowers and best wishes to Megan Forbes on 20th June as she recovered from surgery.

Remember to let me know if you change and/or add address, phone number, email address, etc. Contact details below:-

Dallas Geddes

Email: dgeddes@pggwrightson.co.nz

Ph: 03 372 0977 (work) 03 339 4205 (after hours)

New members:

Gary Rossiter & Leanne Percy - Christchurch

Paul Burke & Paula Shaw - Christchurch

Garry Jackson - Amberley

John Kennedy - Christchurch

Blair Tissiman - Swannanoa (Great place that!)



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Club Captain's Torque

Welcome to all members and I hope you enjoy our events and social gatherings.

With our new look magazine, we hope you will keep updated with all the events organised by the Club. A big thank you to Buzz and everyone involved in the launch of our magazine.

This year we have had a growing number of members at events which great for the support of those organizing. I need to thank all the people that helped with events and trips.

This year we have galloped up fourteen events, plus club nights on the last Tuesday of each month with activities organised, which keeps all the ponies on the road and not in their stables!

We have an up coming trip with the Southern Club in Omarama and also a Display of mustangs at Placemakers in Riccarton. Please mark these dates on your calendar.

In the past we have rung around members informing them and confirming numbers attending events, but now there are so many members this is a very long process. It is now up to members to check up coming events and to ring the organiser. Go to these information places to find out what's on,

Club Magazine - NZMustang.co.nz [Web site under Canterbury Club]
Upcoming events flyer post outs - www.mustangcentre.co.nz [check events]

Keep those Mustangs on the road and not in the shed.

Captain Dave

Monthly Club Meetings

Monthly Club Social Meetings are held at various locations, generally alternating between a Tavern Night and a local outing. These happen on the last Tuesday of each month. Keep an eye on upcoming events in this mag, flyer sheets, the www.nzmustang.co.nz website



Timing Marks

- 31 July** **Club night** — 7 30 pm
Dirt Carts!
Action Cart Raceway
565 Sawyers Arms Rd.
Enquires to Peter 027 355 5965
- 05 August** **Henry Ford Memorial Run - 0915 am**
Organised by Trevor Stanley.
Meet at the Janel Coffee Lounge car park
[Hawke Street New Brighton].
Bring picnic lunch. Run is heading up North
Canterbury, finishing off with a ride on the
Weka Pass Steam locomotive. [Small charge]
Enquiries to Dave 027 255 0002
- 18 - 19 August** **Concourse D'Elegance**
Pioneer Stadium, Lyttelton Street, Christchurch.
Car display with two club cars only.
May have limited tickets for free entry.
Enquiries to Forbes 027 222 5000
- 24-26 August** **Southern Mustang Club weekend**
Omarama.
Note date change.
Motel information from the Southern Club on page 9.
- 28 August** **Club night** — 7 30 pm
Fazazz—The Motorists Shop
84 Litchfield St.
Come and see NZ's best selection of books, model
cars, auto art, automobilia and the numerous classic
cars on display, with many for sale.
Enquiries to Dallas Geddes 027 313 2339



Timing Marks

09 September Club Run & Museum Visit — time 1000am.

Meet at Smiths City car park, Northwood Supa Centre
Short run of 15 mins to our destination where brunch
will be served [\$13-\$18 per head] and then a guided
tour through a private museum containing approx 80
cars of all types at the same location. Tour is \$8 per
head and is well worth it. Numbers required for brunch
please phone Forbes on 03 3122241 before 26 Aug.
The location of this sure to surprise!

25 September Club night — 7 30 pm

Shed Visit!

Meet at Parklands Tavern.
Enquires to Paul West 021 676 006

29 September Club Open Day - 0915 am

Placemakers Riccarton Display Day.

Open to public from 10 am to 3pm.
Events organised for the day while show is on.
Enquires to Dave Busch 027 255 0002

Accommodation for Omarama Run 24-26 August

Countrytime Hotel/Motel in Omarama.

When making booking mention the Southern Mustang Club. The following rates have been quoted for the weekend: Std Room \$85.00 (Single, Double or Twin) 1 Bedroom units \$140.00 (Single, Double, Twin) & 2 Bedroom Units \$180.00 (Maximum 4 people) Extra Person Rate is \$31.50 pp. All per night & incl, GST. Standard rooms have ensuite bathroom, colour TV, tea and coffee making facilities and hairdryer. One and two bedroom units contain a full kitchen and lounge area. Restaurant & bar are located onsite along with a guest lounge with Sky TV and jukebox. They offer a 3 course buffet dinner each night at a special price of \$27.50pp, & a full buffet breakfast for \$16.00pp.

Contact Abbe Milne, Head Receptionist - Countrytime Hotel
PO Box 70
Omarama 9448
North Otago Ph 03 4389 894 Fax 03 4389 791



Kaikoura Weekend

Andrea and I left our honeymoon at Picton and set off down the coast to Kaikoura. The other Mustang's met yet again at The Peg Belfast, stopped at Woodend and headed north.

After stopping on the way at Cheviot Bill's car refused to start. A new starter motor was sent from Glen's engine stock in Rangiora. After an extended stop they were off again.

Pete and Gaye were first to arrive at Kaikoura having snuck up on the Friday to make the most of the weekend. By 2pm we were all settled into our motel.

Dick came around and we followed him to Geoff Harmen's shed where we looked through his car collection and were amazed by his murals.

Up the road was another shed with old motorbikes and race cars. Also a gallery full of paintings for sale.

That night we went to the Irish Pub for tea. A great time was had by all expect for the hour wait for Kaikouras only taxi!!





Sunday morning we were up with the sparrows. Dick was taking us out on his fifty foot boat (Ima Cruzin) for a day of fishing. Kaikoura's gentle 1-2m swell soon had most mustanger's feeling and looking very green. We stopped to retrieve some cray's from the pots before coming down the coast to a favourite spot. The fishing was great and we were pulling them out two at a time. After three hours of fishing, there were not too many people left well so we headed for home with a wee detour to see 'Moby Dick'.



We got of in South Bay. Dick then ran his boat onto his trailer as if it was a small run about – very impressive.

We then had a BBQ lunch with Paua Patties, yum. Meanwhile Dick cooked the crays. We all left Kaikoura with enough fish and cray to start a fish shop. Thanks to Dick and Mavis for a wonderful weekend.

Rick Paulsen

Southern

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Turbulence

LOST IN WOOLWORTHS.....

Two guys, one old and one young, are pushing their carts around Woolworths when they collide. The old guy says to the young guy, "Sorry about that. I'm looking for my wife, and I guess I wasn't paying attention to where I was going."

The young guy says, "That's OK. It's a coincidence. I'm looking for my wife, too. I can't find her and I'm getting a little desperate."

The old guy says, "Well, maybe we can help each other. What does your wife look like?"

The young guy says, "Well, she is 24 yrs old, tall, with blonde hair, blue eyes, long legs, big boobs, and she's wearing tight white shorts, a halter top and no bra. What does your wife look like?"

The old guy says, "Doesn't matter - let's look for yours."

~~~~~



**Paul**

**West**

**in his first car, circa 1970,  
the year of his Boss!**



## An American Sojourn

*Our trip to America and the search for an Azure blue Mach 1 Mustang.*

They say third time lucky - well in our case it proved to be correct. Via e-bay we found what we had been looking for - a 2003 Azure Blue Mach 1 Mustang 5 speed manual and it was waiting for us in Marion Iowa. The latest Mach 1s were made 2003/04. Of the 9652 that were made in 2003, 7709 were manual and 2250 were Azure Blue. The neddys come from a 4.6 lt alloy block with alloy quad cam heads, generating 305 HP at 6000rpm, with added extras like ABS/ traction control and sub-frame connectors.

We had planned to buy the mustang early into our trip as we wanted to make sure we had plenty of time up our sleeve to meet the 90 day exemption on left hand drive conversion. So when we did make the purchase we were in Canada, well Nova Scotia to be exact. It would be 5 weeks before we would get to see, touch and smell our new mustang.

In the mean time to take our minds off our new addition we managed to take in Nascar racing, an American style demolition derby, a two day visit to the Henry Ford museum and the Rouge assembly plant (where they assemble the F150 pickup), topped off with some river canoeing, a steam boat ride up the Mississippi, plenty of sun bathing, swimming and of course a little eating and drinking.

On arrival to Marion Iowa we checked into a State Park. The park hosts were a lovely elderly couple who we would get to know really well every night around 5pm for drinks. They pointed us to the camp site next to them which was apparently kept for VIPS so we were feeling really special. The next day we were up and ready for action as we wanted to get to see the new machine.



*Peter Geddes and salesman Bruce with the loaded car...*

We had contacted the car dealer the previous day to arrange a meeting time so we were expecting a car yard in the middle of town. We had the street address so away we went - what we found was quite the opposite - his place of business was at his own home, out in the country on a very nice elevated 40 acres, with an office and garaging attached close to his beautiful home. As it turned out he sold 150 cars a year and all through e-bay.

Bruce, the car dealer, had the Mustang out front all polished it was just what the doctor ordered - we were wrapped. He told us to take it away for the day to make sure we were happy with the deal and so it was done. The car had to be transported across country to a storage warehouse in Los Angeles so Bruce had arranged the transporter the next day just for our benefit so that we could see the Mustang loaded and on its way.



## ***Continuing the American Sojourn....***

Reluctantly we returned the car and handed over one set of keys with the second set buried deep in our pocket and said we would be back at 10am in the morning when the transporter was due to arrive. That night we had drinks with our hosts and couldn't stop talking about the excitement of the day and what tomorrow would bring, life couldn't get any better.

We arrived the next morning to find the transporter just pulling in the drive ahead of us. The Mach 1 was loaded up and headed off on its journey to LA. We had a fair bit of sight seeing still to do - it would be another 12 weeks before we saw it again at the warehouse in LA before we flew home. The car was unloaded in Christchurch the week before Christmas 2006 and I had it on the road early January 2007.

*Peter & Dallas Geddes*







## Drive In Movies

The Yaldhurst Tavern was the meeting place for a 6pm set off time. Thirteen cars headed out west into the setting sun. We were off to a B.B.Q tea and drive in movie, at West Melton. We all pulled into the paddock and parked up in front of the big screen, along with some of the Rod's from Garden City Rodders.

It was a barmy autumn night, we sat out eating our snarlers and chops. Telling yarns and having a few ales until the main feature. John the owner has a great set up which we all would love, a big shed to store his toys in with a bar and sounds. He also set up a telescope where we were able to view the man in the moon!!! When it got dark we went and sat in our cars, tuned this wireless into the movie station, kicked back and watched the movie.

When it was over we cleared our misted up windscreens, said our good by's and headed for home into the fog.

*Rick & Andrea Paulsen*



## Avon City Ford

At the Sockburn Roundabout!

Please support our local Ford dealers  
who are great supporters of our Club.  
0800 655-551



## Hanmer Run

Just for a change we met at the Peg Belfast for a run to Hanmer. Off we galloped up the motor way to Woodend where we met the North Canterbury Ponies and one 'Ford Focus'. After five minutes of ribbing from other club member's Forbes took it home and swapped it for his V6 capri. After a wee jump start for another pony we raced off to Culverden where we met Dick, Mavis and their beautiful green 390 GT Fastback.

We saddled up again, destination lunch at the Hamner Pub. Rob had called during the week to alert the chef. Just as well because we were all starving. After lunch the minigolf challenge was on. Forbes and Megan continued the rivalry with Megan again declared the winner. The course record was never really under threat although both Peter's had good scores. Next it was time to get lost in the maze. We had pictures we had to find along the way. Some stepping stones also created a short cut through some water hazards. Fiona got a bit wet miss timing her jump from one to another. We all made it out alive, mounted up again and trotted our cars through Hanmer Village before heading to the Huranui historic pub for a beer before the final run for home.

Thanks Rob for a well organised run and also special thanks to Rob, Sue & Dave for the great free raffle!

*Rick Paulsen*



Rob & Sue took their beautifully restored '66 notchback to Westport, but struck a little trouble along the way. Good thing Rob has a great stock of Mustang spares to call upon for this grand resto, it's just a pity he didn't grab a new petroleum filtration device! Oh to remember to simple things.....



## Fords on the Coast

### Buller—Westport All Ford Day

About a dozen cars from CMOC headed off over the Alps to the annual All Ford Day in Westport at Queens Birthday Weekend. A great run with scheduled stops at Woodend, Culverdon, Springs Junction and Reefton were mixed with unscheduled stops when the odd Pony decided to throw a shoe. Teamwork by club members came to the fore and the lame Ponies were soon on their way! However, a great weekend was had by all on the Coast with the Dog from Denniston proving a great host.



*A genuine 1968 GT XT Falcon, belonging to Ashley one of the organizers of the Westport All Ford day.*



*This sharp looking Tahoe Turquoise '66 Notchback is a local car that turned up for the show.*

#### **CMOC did very well in the prizes:**

Best Mustang - Dave & Sharyn Busch

Best Australian - Ted & Katherine Martin

Best American - Rob & Sue Donaldson

Best Paint - Rob & Sue Donaldson

People's Choice - Rob & Sue Donaldson  
*Well done Rob & Sue!*



*Rob & Sue Donaldson also won Best Modified Engine—easy to see why!*



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## Retail Therapy ??

### The Mustang Centre

*Rob & Sue Donaldson have been around Mustangs for years and have put there great interest and knowledge in the fine Ponycar to good use. About two years ago, they established The Mustang Centre, a complete automotive supply and restoration haven for the mighty Mustang.*



**Rob posing in his workshop!**

*Rob & Sue are great supporters of CMOC and have introduced many new members in recent months. If there is something you need for your Pony, or just want a bit of friendly advice, get along to The Mustang Centre.*



*They carry over 4000 lines of Mustang spares and the workshop can handle anything from a simple service to a full restoration. The Mustang Centre are always sourcing parts from the 'States and can help you get whatever it is you may need.*



## Weddings and Stuff

*Rick and Andrea's Wedding – February 17th*

*Finally our day had arrived. It was a beautiful sunny day, lucky considering the unpredictable summer. I had a 6.30am start, bundled my still half asleep bridesmaids off to the saloon. Four hours later and with the help of several skilled professionals we all left looking fabulous. We had a bite to eat and a wine to begin the celebrations before attempting to get strapped into our dresses. Rick had had a somewhat more relaxed morning. Popped in for a cuppa with Rob and collected Chris's mustang to transport to the boys to the church. A relaxed lunch, couple of beers, then dressed in their suits and mustang cufflinks.*

*The wedding ceremony went off without a hitch – accept for the expected one. The four convertible mustangs looked amazing; all our guests were very impressed. Sue and Rob had very kindly removed the front sit of there mustang so that my dress would fit. We left in convoy and cruised though town to the arts centre. More photos and light refreshments before our run out to Canterbury House for our reception. Drinks, dinner, more drinks - a vineyard reception we would expect nothing less. The speeches were heartfelt, comical with not too many skeletons. We had a group photo out on the back lawn, most a little tipsy by this stage. Our first dance, Rick show's off his new ballroom dancing skills. He then plays 'Heaven' by Bryan Adams on the piano. Great to see folk up dancing, the band 'Kharamello' kept everyone entertained for the evening. Some very interesting dance moves from some of Rick's work mates too. The guests all appeared to enjoy themselves; Rick and I had the best night ever!!!*

*Thanks to those who attended on the day - your presence, gifts and cards were much appreciated. We have been overwhelmed by the support of and well wishes from mustang club. A special thanks to those who provided mustang's on the day – Sue, Rob, Jeff, Mark & Chris. A wonderful day, surrounded by family and friends - our dream wedding came true.*

*'The Paulsen's'*





## *Mr and Mrs Paulsen*

*Congratulations to Colin and Susie Lambert on tying the knot on the 28 June 2007 on Treasure Island in Fiji. A great day was had by all, the weather certainly played its part although the gentle sea breeze did seem to pick up while Colin was saying his vows as a small speck of sand made its way into his eyes – causing an eye watering moment.*



*It was a great privilege to be invited to the celebration in Christchurch on the 7<sup>th</sup> July – Susie you looked beautiful and again not a dry eye in the house, although if Colin had dried his glasses he might have seen things differently!!*

*May your journey through life together be full of happiness and wonderful memories.*

*Mr and Mrs Lambert*

*Emma Meijer*



## Club Night Visit

### *Club Visit to 'Upper Classics'*

The initiative started last year to replace alternate tavern meetings with a visit or evening activity in the local area has been working out well. There have been various events and visits; with the latest such visit

seeing almost 30 CMOC members enjoy a talk and tour of "Upper Classics NZ Ltd", in Hall Place here in Christchurch. It was a great turn-out, showing that this is the sort of activity members are obviously keen on. Having said that, there was one person notable by his absence, being El Presidenté Gourlay, who was glued to the telly on the night, watching the final of 'Dancing with





Upper Classics manager Terry gave us great overview of the company and a detailed tour of the various restoration projects underway, with major projects including numerous Jaguars of various marks (all Ford products, if you listen to Forbes), an Aston Martin, MGs and even a 1970's Valiant Charger, belonging to one of the employees.



The cars are restored on a fixed price basis, so some fairly accurate estimating is required, although one will never know what's required until after the tear-down and even body dipping. Many of the bodies are wooden and all the wood craftsmanship is conducted in house. The engine assembly / restoration area had numerous engines in various states, including a magnificent looking completed V12 from an E-Type.



Not so bad to work on when it was on an engine stand like this one, but I'd hate to have to work on it in the car! Very typically British!

A great evening and thanks to Dave Busch for his organisation.

**Buzz Harvey**



## Upper Classics Cont....



*Tony*

*Schreuder checks out the workmanship.*



*The Upper Classics Workshop.*



## Our Man Ritchie.....

When Richie McCaw goes swimming he doesn't get wet,  
the water gets Richie McCawed .

When the Boogeyman goes to sleep every night,  
he checks his closet for Richie McCaw.

Richie McCaw counted to infinity - twice.

Richie McCaw invented every colour.  
Except pink. Tom Cruise invented pink.

When Richie McCaw does a pushup,  
he isn't lifting himself up, he's pushing the Earth down.

Richie McCaw gave Mona Lisa that smile.

Richie McCaw can slam a revolving door.

Richie McCaw once visited the Virgin Islands.  
They are now just 'The Islands'.

Richie McCaw's calendar goes straight from March 31st to April  
2nd; no one fools Richie McCaw.

Richie McCaw can speak Braille.

Richie McCaw's tears cure cancer.  
Too bad he has never cried....**Ever.**



## Resto Ramblings

### THE YEAR OF THE BOSS 302 PART 1

*Paul & Emma West chronicle  
their resto project.*



After acquiring this car for a second time the decision was made that due to it being one of the most highly optioned Bosses available and the highly desirable exterior colour of Calypso Coral that it was a prime candidate for a total rebuild.

*Looking very sharp before restoration....*

Once the decision was made to restore the car Paul started collecting NOS (new old stock) parts to complement the restoration; as the way Paul sees it nothing fits like true Ford made parts. So if I wanted to see Paul it meant spending hours in the office where Paul spent HOURS on e-bay or talking via email to contacts in the states and if he wasn't there he was at customs clearing incoming parts.

Paul being a builder realised that all the big jobs must have a plan. That plan was carefully constructed including ensuring the involvement of key people in the project. Being a Libran – perfection was the only option. So consequently only the best people in the business were approached. Burkes' Metalwork's

were booked to take care of the body and paint – due date at Burkes' - 9th Jan 2006.



Earlier in the previous year Paul had popped over to Colin Lambert's for a couple of hours to replace a couple of rotten studs, two months later Paul returned after having rebuilt half of the Lambert love nest. So Colin was keen to return the favour and the breakdown began. This was spread over a two week period

and involved a lot of small plastic bags and a black marker pen. Eventually we ended up with a naked body shell and a small mountain of labeled parts, and a computer full of photos...

One week out from delivery to Burkes' it was brought to Paul's attention the dealer installed under seal off the underside of the floorpan needed to be re-

moved as the sandblasting process would not remove it. At this point I thought Paul would throw in the towel as after **48 hours** on his back underneath the car and a great deal of choice language, with a blunt one inch wood chisel he finally emerged from the garage with a triumphant look on his face as he had finally chipped off every last bit of the 37 year old under seal! 9 January 2006 and on time the shell was delivered into the expert hands of Jason, Steve and their team at Burkes' Metalwork's.

Next on the list was the engine. This was dismantled and delivered to Ford engine guru Graeme Morrison of Midwest Race Engines with the brief that when the car was back on the road it had to scare women and young children off pavements and be able to fry tyres at will.

With the engine and body sorted Paul turned his attention to the upholstery. As is Paul's philosophy this required the same attention to detail as the rest of the car. Paul turned to the one person in New Zealand who he knew could deliver on the needle work – Ross Mischewski of R & M Motor Trimmers LTD in Tauranga.

Now with an empty shed and parts all over the countryside, Paul's focus turned to the painstaking process of bead blasting and detailing numerous parts which included the suspension, dash cluster, brackets and all the other little bits that make the final job complete.

22 Dec 2006 between downpours, hail storms and Xmas traffic, one better than Ford ever created body shell returned home. Thanks to Jason, Steve, Phil and Greg for meeting the challenge and exceeding all expectations!!

With the body shell safely returned home Paul spent the balance of the Christmas holiday period standing in the shed looking at it contemplating phase 2!

With the body shell safely returned home Paul spent the balance of the Christmas holiday period standing in the shed looking at it contemplating

Look out for Phase 2 in the edition of 'Burble'.





## Around the Bays Run

Sunday 17 June @ 1pm was the date and time set down to meet for “The Around the Bays Run”. The plan was to rock on up to the MUSTANG CENTRE, located at 395 Ferry Road. Many of us did just that. It was a really good turnout.

It was really great to have a look around the Centre and to enable those present to gain a better understanding of the parts and services that Rob and Sue can provide and the reasonably new restoration business that Trevor operates from here.

Rick soon got the BBQ cranked up. Rob and Sue had kindly put on a snack and a few beers. Many thanks to the Mustang Centre team.

It was then time to hit the road. Out through the Lyttleton Road tunnel, right onto the Bays road and a very gentle and scenic cruise around to Teddington. The team at the Wheatsheaf Tavern were ready to greet us. The Band was full on.

I went out and checked the car park out. It was looking pretty full - we had managed to muster 24 Mustangs, plus we had a few that arrived in their every day drivers. I'd say that this was an excellent turnout for a winter outing. It was also pleasing to meet several new members that had come along on their first Mustang Club event.

Around 4pm it was time to point the “Stang’s” on their way home. Many of us chose to head over Gebbes Pass and back through Halswell.

*Jeff & Karen Waghorn*





## Car Rally 07



### The 2007 Annual CMOC Car Rally.

The event took place on a great winter's Sunday afternoon on the 22nd July. Some 19 cars gathered in the city ready to test their wits and wills against the creativity of the rally organizers.

This year's rally meandered through the central and southern parts of the city before heading through the *'big hole in the hill'*, up through the heights of Lyttelton, before winding its way over the hill and back past 'Celebrity Simon's' house, finishing in Ferrymead.

Some of the answers left one wondering what we had here! Jeff & Karen didn't know when the first Mustang was produced, even though it is the number plate on one of their cars! Four crews didn't know where the convention was being held in 2008, including Dave Busch, Ted & Katherine! Although Peter & Allison think the Crusaders provide ground security at Jade Stadium, at least they finished and didn't give up and head straight to the pub after two questions like Dick & Mavis!



Rally organizers, Shelley, Rick & Rob pore over the results, with the odd fit of giggles coming from them as they marked the answers. These guys did a superb job with the rally this year, thanks heaps for a great effort.



*Rally winners Christine & John Quinn celebrate their victory.*



*Mustangs resting at Ferrymead after a great run.*



## The History of Henry

# The Ford Quadricycle

Henry Ford was born in Michigan, USA on July 30<sup>th</sup>, 1863. As is widely known, he would turn his back on his agrarian roots to pursue a career in the automotive business.

The first automobile that Henry Ford built came together in the back garden shed of his Bagley Avenue home. Because of its looks, he called it the Quadricycle, and he drove it for the first time in the early hours of the morning of June 4<sup>th</sup>, 1896 in the streets of Detroit. Powered by a two-cylinder engine mounted behind the seat, a huge flywheel drove one of two belts, to provide high or low gears, with a chain drive to the rear wheels. Steering was by tiller.

Henry Ford sold the Quadricycle to raise funds for his business. Many years later, he re-purchased it, and the priceless auto remains in the ownership of the Ford Motor Company to this day. It is displayed at the Henry Ford Museum in Detroit, in a humidity-controlled glass display case. It is believed to have been last driven in 1953 (the fiftieth anniversary of the Ford Motor Co) and the Quadricycle is never taken out of its glass case. Except, I understand, for two occasions.

The latest was around five years ago, when the Quadricycle's display location within the Henry Ford Museum was changed. The other time was in the early 'sixties, to allow one George de Angelis could check the dimensions for a perfect replica of the Quadricycle he was planning to build for the celebration of the 1963 centenary of Henry Ford's birth.

George's replica became one of seven that were built in time for Henry's 100<sup>th</sup> birthday. His was first run on April 13<sup>th</sup>, 1963 and was then displayed and used at Greenfield Village, and that is where it has remained since. Ford of Britain built three at Dagenham, and today they still remain in the care of the Ford of Britain Heritage Collection. Downunder in June, 1962, Ford of Australia commissioned the Vivian Expositions Company in Melbourne to also build a Quadricycle. That company decided to build three, the other two being a commercial venture. Construction began in January, 1963 under the direction of a New Zealand engineer, Mr Tom Myers.



The first of those three examples was first shown to the public on 29<sup>th</sup> April, 1963 when Tom Myers and a Sydney model, Miss Dale Ford, dressed in period costume, ran the car in Melbourne's Alexandra Gardens. It was then unveiled to the public at the Melbourne Motor Show in May, before it was taken on a promotional tour in Australia.

At the end of the promotion, Ford of Australia donated the car to the Victorian Museum, where it has remained ever since.

One of the other two examples was purchased by the Giltrap Museum in Queensland. When that museum closed, Darwin collector Jim Cooper bought the car.

The third example was purchased by a prominent New Zealand Ford dealership, John W Andrews & Sons Ltd in Auckland. That car was based at the Auckland dealership, but was also used by other North Island dealers for their own promotions, and by the Ford Motor Company of New Zealand.

Following the sudden and untimely passing of JWA dealer principal Stuart Bowater in 1998, ownership of the business changed. JWA Ford sold out to the Auckland Auto Collection. Mr Bowater's beloved Quadricycle was excluded from the sale and retained by the family.

*Continued over.....*



Henry Ford

and the Quadricycle on Broadway, New York, 1910

Before any construction work to build the Quadricycles was commenced, the first three hundred hours of the Australian Quadricycle project were spent on feasibility and the study of plans and specifications. Tom Myers then called in a variety of people and firms associated with the manufacture of components and parts for the automotive industry, as many components needed to be hand made by specialists and advanced technicians.

TAA (Trans Australia Airlines), which was based in Melbourne and had possibly the best precision machinery of its type in Australia, made available their specialised workshop where engine components were reproduced. The flywheel weighs 135 lb. (more than twenty percent of the total weight of the car).

The upholstery firm Thompson & Windley crafted the leather buttoned-style seat. Modern improvements – 1) to emulate the re-worked steam valves Henry Ford had used in his Quadricycle, a Melbourne engineering firm fashioned similar looking valves – these were machined and pressed in stainless steel seats and guides, to allow for the running of a very hot engine; 2) steel cylinder barrels and water jacketing used for cooling; 3) a variety of carburettors were used to improvise one authentic looking fuel mixer.

Wheels – 28-inch wheels, as original, were found abandoned at a Melbourne cycle works – spokes were specially made for the wheels.

Tyres – 28 x 1.75 Dunlop Thornproof treadless, as original.

Electrics – a more modern coil and battery system is used for spark..

Sensibly, a brake pedal has been added, which discreetly works on a pulley on the chain drive-shaft.

As for the dimensions, they appear to be identical to the original, eg wheelbase 49 inches, track 44 inches, height (ground to top of seat) 43 inches.

*This replica Quadricycle was bought by John W Andrews & Sons Dealer Principal, Mr Stuart Bowater, and it remains in the Bowater family today.*





## Henry's History Continues...

As stated, this Quadricycle is one of seven, all built to mark the centenary in 1963 of Henry Ford's birth. It is certain that the original idea came from George de Angelis, and it would appear George's idea had appeal to the Ford Motor Company. Departures in design from the original car, such as the filler necks for the water and fuel tanks, are common on the Dagenham-built and Australia-built examples, suggesting there was sharing of information in the project. However, other subtle differences suggest independence between those places, and a need to work with what limited resources would have been available at that time.

All but two of the seven remain in Ford ownership. Since these machines were built, others have been constructed, and they too are in the hands of the Ford Motor Co. Around 1964, George de Angelis built his second for display at the Ford home 'Fair Lane', and another around 1997 for display purposes at the Henry's Bagley Avenue shed, which had now been located at Greenfield Village. During the '80s, Ford of Australia also built another to display at the Ford Discovery Centre in Geelong, Victoria – it appears the Victorian Museum declined the return to Ford of the 1963 example.

Ford – South Africa built one at their plant in Port Elizabeth in the early seventies, and that is now on display at their Pretoria headquarters. During the 1980s, Ford of Germany also built a working Quadricycle, but it is unknown what has happened to it. It is also possible one was also built by a technical institute in Canada, but little else is known about that one, if indeed it exists.

Clearly, Ford spared no expense in the making of these Quadricycle replicas with which to celebrate one of the most important dates in their company history. Other Quadricycles will almost certainly be built in the future, either as replicas, look-alikes or as commercial re-productions, but it is unlikely the Ford Motor Company will ever commission a Quadricycle project again. That makes the original 1963 examples special for that reason. And now they are of historical importance in their own right.

John Stokes  
Rangiora, New Zealand  
May 2007

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## More Turbulence...

### THE VENTRILOQUIST

A ventriloquist is touring the clubs and stops to entertain in a small town. He's going through his usual run of off-colour and 'dumb blonde' jokes, when a well-dressed blonde woman in the fourth row stands on her chair and shouts: "I've heard just about enough of your stupid blonde jokes, you jerk! What makes you think you can stereotype women that way? What connection can a person's hair colour possibly have with their fundamental worth as a human being?"

"It's morons like you that prevent women like myself from being respected at work and in our communities and from reaching our full potential, because you and your Neanderthal brethren continue to perpetuate negative images against not only blondes, but women in general, for the sake of cheap laughs."

"You are a pathetic, misogynistic relic of the past, and what you do is not only contrary to discrimination laws in every civilized country, it is deeply offensive to people with modern sensibilities and basic respect for their fellow citizens. You should hang your head in shame, you pusillanimous little maggot."

Flustered, the ventriloquist begins to apologize, when the blonde yells: "You stay out of this mister! I'm talking to that little bastard on your knee."

### ADVERTISING

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**More From the 'Only in America' files....**

## **Ron Patrick's Street Legal Jet Powered Beetle!**

This is my street-legal jet car on full afterburner. The car has two engines: the production gasoline engine in the front driving the front wheels and the jet engine in the back. The idea is that you drive around legally on the gasoline engine and when you want to have some fun, you spin up the jet and get on the burner (you can start the jet while driving along on the gasoline engine). The car was built because I wanted the wildest street-legal ride possible. With this project, I was able to use some stuff I learned while getting my fancy engineering degree (I have a PhD in Mechanical Engineering from Stanford University) to design a street-legal jet car without the distraction of how other people have done it in the past - because no one has. I don't know how fast the car will go and probably never will. The car was built to thrill me, not kill me. That doesn't stop me from the occasional blast on the highway though.

Car was built to look as if VW delivered the car this way. It handles fine and is safe. I was thinking of putting it into an import car show but the promoter told me that it looked too plain and recommended that I put some decals on it, lower it, and put on some aftermarket wheels. Sure kid, put on some flimsy wheels won't take a curb and don't center on the hubs, lower the car so the tires rub and get cut by the body using springs that bounce me all over the road, and advertise for companies that couldn't engineer themselves out of a paper bag. I would have thought the 14" diameter tailpipe was enough for him but I guess it wasn't.



There are three gauges for the jet: % RPM, Oil Pressure, and Turbine Inlet Temperature. The most important is turbine inlet temperature. If you exceed about 650 degrees C for very long, you damage the engine. This is critical on start-up. You don't want a "hot-start". The throttle for the jet engine is located next to the gear selector. It is a lever and has three buttons: Cool, Big-Fire, and Afterburner. "Cool" leans out the engine and is used to lower the turbine inlet temperature if you get a hot-start. To light big-fire or the afterburner, you hold a button down and 1/2 second later, press the hot-streak button on the floor. Then things happen! Notice the kerosene level gauge in front of the gear selector (jet fuel is mostly kerosene) and the bud vase missing a rose. Where did it go?

The engine is a General Electric Model T58-8F. This is a helicopter turboshaft engine that was converted to a jet engine by some internal modifications and a custom tailpipe. The engine spins up to 26,000 RPM (idle is 13,000 RPM), draws air at 11,000 CFM, and is rated at 1350 hp. It weighs only 300 lbm. 24V starter motor is in the nose of the engine. 700 A of current goes into that motor for 20 seconds during start-up. Due to heat, must limit starts to three in one hour. Big screen is to avoid FOD (foreign object damage). Jet keeps sucking the rose out of the bud vase on the dash!



## Exhausted.....



Ray has bought a few more bits for the '05....



Westie out test driving his restored Boss!

# IF YOU CAN'T BEAT 'EM.. ..PUNT 'EM OFF!!!



AERON

*A wee bit 'Last Year', .....but just in case you missed it.....  
Still, it's bang on the money!, I reckon!*