

Mustangs - Mustangs - Mustangs



A great shot of a Mustang Corral at Loburn Abbey. The two Spencer ponies are flanked by two Titan T-51 3/4 scale Mustang aircraft. Believe it or not, these two aeroplanes are microlights!

The Chinese Virgin

A Chinese man gets married. His wife is a virgin. Truth be told, he is not all that experienced either. On their wedding night, she covers naked under the sheets as her husband undresses.

He climbs in next to her and tries to be reassuring. "My darring" he says, "I know dis yo firss time and you berry frighten. I pomise you, I give you anyting you want, I do anyting - juss anyting you want.

Whatchou want?" he says, trying to sound experienced, which he hopes will impress her.

A thoughtful silence follows and he waits patiently (and eagerly) for her request. She eventually replies shyly and unsure, "I want try somesing I hear about... Numbah 69".

More thoughtful silence, this time from him. Eventually, in a puzzled tone he asks....."You want... beef wiff broccori?!"

Our Club Magazine

Greetings everyone.

I'm the new magazine editor for the Canterbury Mustang Owners Club, after being nominated at the recent AGM. After two years as Sec/Tres, I was keen to move on, so thanks to Dallas Geddes for stepping up to the plate. This new role for me is one that I can work into my schedule more easily than that of Sec/Tres, so I was happy to give it a bash. I will also be looking after liaison with Wal Marshall at NZMustang.com, so if you have a nice new picture of your car, send it through to me, with a very brief few words and I'll send it along to Wal. Our new Vice-President, Pete Geddes, has started this already, photographing cars on recent outings, well done Pete.

I guess you will be pleased to finally receive a club magazine. After being nailed at the AGM, Club Captain Dave Busch quickly turned up the blow-torch, wanting a magazine out PDQ. Rick emailed me some articles that members had written, so this is a quickly cobbled together magazine to keep you up to speed with some of the recent comings and going.

I do intend to redesign the mag and bring it a new fresh face. It will even have a name, but you will have to wait until the next edition to learn about that. In the mean time, have a squizz through these pages and I'll get working on the new model straight away. If you have anything (interesting or funny) that you wish to contribute, then please send it through to me at my email addresses below. I'll look forward to it.

Cheers for now
Buzz Harvey

kiwisfly@clear.net.nz



COMMITTEE 2007/2008

New committee, as of AGM—April 2007

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Geddes on 03 339-4205

or 027 355-5965 dallandpete@kol.co.nz

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email: dallandpete@kol.co.nz

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A small fee of \$25.00 a year for a card size Ad applies.
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03 308-9601

If you have any questions please contact one of the above.

New Members

Mr ABC Nelson

Mr ABC Nelson

Mr ABC Nelson

Mr ABC Nelson

Mr ABC Nelson

UPCOMING EVENTS

- 29 May** **Club meeting night** — 7 30 pm
Shop visit to Upper Classics,
2 Hall Pl.
- 2-4 June** **All Ford Day in Westport.**
Check with Dave Busch for details, but
accommodation is tight, so you need to book ASAP.
- 17 June** **Around the bays run.**
Meet 1pm at Mustang Centre, 395 Ferry Road
Check out the workshop and dress up parts for
Mustangs, then head though to Lyttelton and around
to Teddington for afternoon tea at the Wheatsheaf
Taven. Inquires to Dave Busch 027 255 0002.
- 26 June** **Club meeting** 7 30 pm
Mustang DVD night at Stonewood Homes,
47 Waterloo Rd Hornby.
BYO drinks. Inquires to Dave 027 255 0002
NB: Park up side road around back of Building.
- 1 July** **Ferrymead Park - Stars and Stripes.**
Meet at 1.15pm, at the Water Shed Bar -
23 Humpherys Drive ,Ferrymead, if you want lunch,
before we leave. You need to book in on 384 1326.
Park and display day finishing with fireworks at 6 pm.
Where we have parked before you are able to leave
before this time. Inquires to Dave 027 255 0002.



return to the salad days? I hope so. I'm gonna start building my custom van right now, just in case.

GOD BLESS AMERICA!!!



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

Overhead on a Hot Rodding blog site in the US of A...that the seventies were a glorious mad time here in these United States, a time when existential malaise and bellbottomed pants combined in some cosmic way to make everyone go a little crazy. Evel Knievel was our patron saint, Burt Reynolds our court jester. We all had flaming chickens tattooed on our chests, a can of Colt 45 in our hands, and glorious mayhem in our hearts. These days, with a few notable exceptions, I thought those heady days of mechanical madness were behind us, suffocated underneath an institutional pillow held down over our faces by lawyers, M.A.D.D.women, and the general sissification of our overly-litigious, Oprah-soaked culture. But something I have seen today gives me a brief glimmer of hope....

Mr Iowahawk, himself a fan of automotive exuberance, forwarded a link from the H.A.M.B. hot rod message board. I am not ashamed to say that my eyes welled up with tears when I saw the images contained therein. From the builder's own mouth:

"Just thought I'd share some before and after pictures of my Ford GAA tank engine. All aluminum 1100 cubic inch V8 used in WWII Sherman Tanks. These were gas burners rated at 500 HP and 1050 Ft. Lbs. of torque for military service, but are capable of much more using mostly stock parts. They feature a 60 degree vee, 5.4 bore x 6.0 stroke, 180 degree factory billet cranks, pent roof combustion chambers, shaft driven DOHC's, 4 valves per cylinder, and dual mags. They are pretty high tech. engines, especially considering they were built in the early 40's. I've been working on getting one of mine going for the last couple of years, and should be cranking it within a week or so. It's setting in my 70 Mustang right now which I plan on taking on short cruises when finished, 24 gallons of alcohol wont go very far. It is bolted to a heavily modified Powerglide right now. Wil-cap (Pat McGuire) built the adapter and flexplate for me."



A DOHC tank motor in a Mustang? Madness, I tell you! Sheer, glorious madness! I would gladly buy this magnificent bastard a beer if given the chance. Heck, I'd buy him a freakin' BREWERY! Does this insane chariot portend a

UPCOMING EVENTS

14 July

Twiggers mid winter Cabaret, Dine & Dance.

Meet there at 6 45 pm. Its in Twigger Street, Addington, next to the Westpac Centre.

\$44 each for meal and evening.

Dave Busch has booked in for 20 people and you must confirm to Dave by 2 July if your coming.

Leave your 'stang at home and bring your dancing shoes. Inquires to Dave 027 255 0002

10-12 August **Southern Mustang Club weekend Omarama.**

Further details will be announced in due course.

Here is motel information from the Southern Club:

Countrytime Hotel/Motel in Omarama.

When making your booking mention that your are with 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 rates are per night & include GST.

Standard rooms are comfortably appointed with 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 \$27.50 pp, & a full buffet breakfast for \$16.00 pp.

Contact Abbe Milne, Head Receptionist - Countrytime Hotel

PO Box 70

Omarama 9448

North Otago

Ph 03 4389 894 Fax 03 4389 791

Racing at Manfield

I recently had the chance to attend the Whittaker's Classic Race Meeting at Manfield, near Palmerston North, to watch in particular the GDM Muscle Car races, which feature lots of Mustangs, Camaros, Falcons and Holdens etc. As it turned out fellow club member Paul Coory happened to sell his '68 Shelby GT350 to the local Ford dealer in Palmy so a quick road trip was arranged. We left Woodend at the highly unsociable hour of 4.45 am to catch the ferry and I was surprised by the many big rigs on the road at this hour of the day, there were heaps!

After a straightforward drive and ferry crossing we arrived in a wet [again!] Wellington and quickly headed towards our destination as we had to deliver the car to its new owner before 5 pm. Paul insisted on stopping when we got to Foxton so we could wash the car, in the drizzle, before handing it over! The local garage owner must have thought we were both slightly mad I'm sure, trying to towel it off in the rain! We made our appointment and for the first time since the GT350 arrived here 35 years ago its had its first North Island owner. It was a big thrill for the new owner to sight it, not only was this his first American car it was his first classic car, period! Talk about starting at the top!

We spent a good part of the next two days out at the track with the muscle cars being a highlight, every year a particular marque is featured, this year it was Mustang so on the Sunday there was a parade of the Manawatu clubs many fine cars around the track in the lunch hour. The racing itself was good with a total entry of approx 250 cars in all fields over the weekend spanning all sorts of classic and exotic racers.

On the Friday night we were lucky enough to be invited to

Tavern Meetings:

The success of changing the monthly tavern meeting to bi-monthly, with some other activity on the alternate month was noted. There was discussion regarding the location of tavern meetings, with further discussion regarding the reinstatement of formal meetings of the committee at such meetings. Some thought that the committee meeting should not be at the tavern meeting and should be held separately. The new committee is to investigate a more suitable venue for tavern meetings and look to reintroduce a formal aspect, starting these events with a relatively brief formal meeting to conduct the club business.

Events:

The Club Captain discussed various club events and reiterated the need for members to keep in contact when attending events, especially when feedback is required for booking purposes etc.

The meeting passed a vote of thanks to Club Captain Dave Busch for all his great organizing work undertaken during the year.

Combined Event with the Southern Mustang Club:

Sue Donaldson advised that the Southern Mustang Club have suggested a combined get-together on 10-11 Aug, at Omarama.

Class Sponsors for Convention 2008:

Members are asked to seek out class sponsors for the upcoming convention, with approximately 24 classes needed sponsoring. Members are to provide sponsor feedback to the committee.

Acknowledgement:

The meeting wished to acknowledge the efforts of Dick and Mavis Cleall for their support of the club and frequent attendance at club activities, despite living in Kaikoura.

Annual General Meeting 2007

Inserted below are excerpts from the minutes of the recent CMOC Annual General Meeting for 2007, for the benefit of those who were unable to make the meeting.

GENERAL BUSINESS

All Ford Day:

There was general discussion as to the success of the All Ford Day. However, as the All USA Day had moved into a similar time frame of the year, it was agreed that the date should move to the early part of the year, possibly mid-February each year. Forbes Gourlay to make a booking for the Ouruhia domain.

Subscriptions:

After a query from the floor regarding the setting of the subs each year, the constitution was referred to which calls for the committee to set the subs for each year, dependant upon the current financial climate and funding levels. The outgoing committee had already agreed to retain the current level of \$35 per annum, with a \$10 surcharge for those paying more than three months late.

NZ Mustang Website:

Members were advised to get in some photos of their cars and a few details to allow the members cars section of the CMOC part of the NZ Mustang website to be updated.

Thanks to Outgoing Committee:

The meeting recorded a vote of thanks to the outgoing committee for their work in support of the club in what has been a successful 12 months.

Racing at Manfield

have a look around a private collection in the district which featured a couple of Corvettes, an Aston Martin, a mini and some Mustangs. This man has a definite leaning towards Carroll Shelby's creations and has a Shelby Mustang for every year from '65 thru to '69, as well as two '70 Boss 302s and a '65 Fastback that had only covered 34000 miles from new! A truly superb gathering of cars and a highlight of the trip for me. Before departing on the Sunday afternoon we returned our loan car to the Ford Dealer and said farewell to the GT350, now resident in a well-lit corner of the showroom and in pride of place (see picture below) . Looking forward to going again next year, particularly if I can persuade Mr Coory into taking his race car next time!

Cheers, Forbes.



Return to the Motordrome



The very smooth looking Mustang Drivers Team headed out to the Motordrome at Templeton early this year for another assault on the big oval. There were some old scores to settle and some Russell Ingall wannabes with itchy right feet. Two race groups burned the rubber, vying for track position and glory.

The big scuff-bag (no-names here, eh Westie) who drove like Rick 'bunt-you-outa-my-way' Kelly last time had a pretty poor showing and like all such tradesmen, blamed his tools! He wasn't quick enough for the light blue jet, the driver whom will remain nameless, except to say that car was Airforce Blue!

A great night capped off with a couple of beers at 'The Swamp' afterwards that came with a massive bar feast courtesy of the great folks at The Motordrome, so a big thanks to them!

Next time we're looking to relive the 'Heatway Rally' at the new dirt cart track in Harewood. Watch 'upcoming events' for details.

Halswell Quarry Picnic

Sunday 15 April 2007 was a picnic run out to the Halswell Quarry – one of the best-kept secrets in Christchurch. We had never heard of it. The day was organised by our Club Captain, Dave Busch. We meet at Avon City Ford Sockburn. This gave Forbes the chance to slot us into a newer Ford, but alas there were no takers. It was a sunny autumn day, perfect for a run in the Muzzie. Now for a history lesson.....

Halswell Quarry was first worked in the 1860's and produced a fine and distinctive blue-grey stone which can be seen in many prominent buildings including the Canterbury Museum, Provincial Council Chambers and the old Sydenham Post Office. The Quarry was purchased by the City of Christchurch in 1990 and it now hosts gardens representing the six Sister Cities of Christchurch, being Adelaide, Christchurch (England), Gansu Province (China), Kurashiiki (Japan), Seattle (USA), and Songpa-Gu (Korea).

Enough of the history – it was time for lunch and a chat. Next it was time for a 40-minute walk around the Rim Track. This walk affords panoramic views of the Southern Alps and the city. It was then back to check on Ray Spencer (who had done guard duty on the cars), a coffee and off home to do the lawns. A great day was had by all.

Jeff & Karen Waghorn





Like 'Real Aeroplanes', 'Real Bikes' have Round Engines....but haven't seen one like this on American Chopper!

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Our Club is extremely grateful to Placemakers in Riccarton for their ongoing support in the production of this magazine.

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Go Well, Go Shell

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 or committee emails and phone calls to keep up to speed.

CONCOURS CAR SHOW Pioneer Stadium—August 06

Here are a few snaps of the CMOC display at last years Concours Car Show at Pioneer Stadium. Whilst no prizes were won, the committee assembled a fine display, with the great help from a few other members. The theme for the show was 'Silver'.

Next time, the team know not to stick the silver floor sheeting down with aluminium tape. After the weekend with hundreds of feet standing on it, it was a horrendous job to remove. However, time and slave labour won out and we got the floor back to original.

Cars displayed were Dave Busch's '69 Mach 1 and Tony Schreuder's '69 convertible.



The Helpful Indian

A woman from New York was driving through a remote part of Arizona when her car broke down. An American Indian on horseback came along and offered her a ride to a nearby town.

She climbed up behind him on the horse and they rode off.

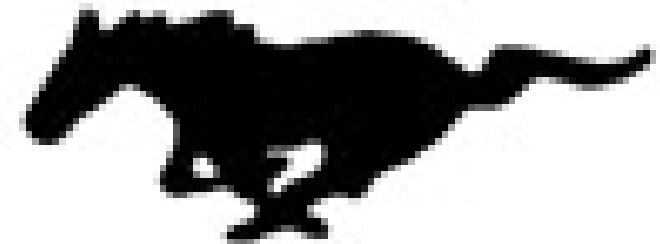
The ride was uneventful, except that every few minutes the Indian would let out a "Ye-e-e-h-a-a-a" so loud that it echoed from the surrounding hills.

When they arrived in town, he let her off at the local service-station, yelled one final "Ye-e-e-h-a-a-a!" and rode off.

"What did you do to get that Indian so excited?" .. asked the service-station attendant.

"Nothing" .. the woman answered. "I merely sat behind him on the horse, put my arms around his waist, and held on to the saddle horn so I wouldn't fall off."

"Lady" .. the attendant said .. "Indians don't use saddles."





“Stangs and “Vettes mix it up on the Akaroa combined clubs run.
Another perfect Canterbury day!



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ULTIMATE MUSTANG

Ready to rumble.....

*By Dave Moore, Motoring Editor—The Press
(Reproduced with his express permission.)*

It is well known that Mustang fans in New Zealand are prepared to pay the extra tens of thousands of dollars required to convert their prides and joy for local laws and conditions.

Now, there's even more reason to do so, with the announcement of the most powerful ever Mustang, in the form of the Shelby GT500KR model, which will be in United States showrooms in time for the northern spring of 2008.

In celebration of the 40th anniversary of the original, Ford and Shelby have decided to introduce the "King of the Road" model (hence the initials KR), with 540 horsepower (403kW) on tap and 692Nm of torque, from what is effectively the supercharged 5.4-litre quad-cam 32v V8 from the Ford GT supercar. Power is delivered to the rear wheels through a Tremec six-speed manual transmission, with a Ford Racing short-throw shifter. Capped with a white knob, the new shifter's lever is 25 per cent shorter than that of the GT500, giving sharper shifting.

The Shelby part of the name, of course, comes from racing and sports car building legend Carroll Shelby, the 1959 Le Mans-winning Texan who only took up making hairy-chested street cars after doctors said his heart couldn't take much more of him competing behind the wheel.



"Vettes" parked up in the Little River Domain. The official count was 22 of us "FORDS" (even if we had to count a single Ute amongst our numbers – shit happens) and 18 of "THEM". Numbers don't matter –we had a lazy cruise up and over the hilltop, wound our way down the other side and ended up at French Farm. They were all busy picking the grapes for the next vintage. Dave had a "hot line" to the restaurant. An initial booking for 18 changed to at least 80 or 90. She might only be a little town, but they sure had us covered. The announcement was made "lunch is served, Akaroa Salmon, Lamb Shanks (called "dog bones" in the old days) and all the veggies and salads you could want for. Top marks to the restaurant team – we scored them a 10.

When lunch was had, it was time chat, compare notes and talk the talk. When all that was done it was time to mount up and head on into Akaroa. Dave and William had already handed out



An Awesome Akaroa Affair

How could it possibly work out? Two teams from different camps? Who the hell came up with this idea? It was never going to work! Dave and William disagreed – it would work! Would we get six cars? Maybe we might get eight, ten or even a dozen?

The theme was French, the people were Cantabrians, the cars were American, the day a classic autumn one, and therefore the ingredients were bang on the money. Dave from the Mustang Club and William from the Corvette Club had the day sorted.

As the morning wore on all Motorways, Expressways, Main Roads and Side Streets in and around Canterbury saw many “Stangs” and “Vettes” make their way towards Halswell. It had to happen, we were all ready for a “them” verses “us” Run.

You can never plan the day. Spoke to Our Club Captain, Dave Busch at 10:15; where are you? “Just having to replace the accelerator cable – guess when we’re 30 or 40 years old some things don’t work like they used to (I’m sure some can relate to that).

It was time to leg it, it wasn’t quite Highway 66, nor was it the highway to heaven, but we had a good ‘old’ convoy heading on down the Highway. First port of call was Little River – we parked along the roadside but there wasn’t enough room for all of us. The call went out “lets head to the Domain – pass it on!”

We all caught on; next thing we have 40 plus “Stangs” and

Shelby is renowned for creating Cobras by dropping Ford V8s into tiny British AC Ace sports cars, and taking over Ford's GT Le Mans programme in the mid-'60s, leading it to four consecutive Le Mans victories, starting with the era- changing Bruce McLaren/Chris Amon win in 1966.

But the direct connection with the GT500KR model comes from Shelby's refitted high-performance Mustangs of the late '60s, called the GT350 and GT500, which are regarded now as some of the quickest and most desirable historic Mustangs of all.

The first KR Shelby Cobra, the GT500KR, was introduced in 1968 and based on that year's GT500, with Ford noting the marketing value of adding Cobra to the car's name. The Cobra name at that time referred to the new 428cu in (7-litre) Cobra Jet V8 stuffed under the '68 KR's bonnet.

Ford conservatively rated the 428 CJ at 335bhp (250kW), but in



reality it made more than 400bhp (300kW) and 600Nm of torque. That first KR model was also equipped with a modified suspension and was offered both in fastback and convertible models. Just 1570 GT500KRs were sold, with 1053 fastbacks and 517 convertibles finding owners.

Continued over the page.....

ULTIMATE MUSTANG...cont.

The new car will be even rarer and produced as a limited edition of just 1000 units. The 2008 Shelby GT500KR coupe will come with a unique carbon-composite bonnet with intake venturi and very 1960s



stainless steel twist-down hood pins. There will be a lower front air dam than on the standard (only 500hp/ 403kW) GT500, with chrome-trimmed brake ducts and enlarged 14-inch Brembo front brakes.

The Shelby GT500KR features 40th anniversary exterior badging, special striping and a distinctive interior with Carroll Shelby-signature embroidered seats and a 40th anniversary numbered dash plaque. The Ford Shelby GT500KR's supercharged 5.4-litre, 32-valve V8 is the result of Ford's experience in developing its modular V8 and V10 engine series. The engine is force-fed air through a Roots-type supercharger providing nine pounds per square inch of boost. It borrows the four-valve cylinder heads, piston rings and bearings, from the Ford GT engine. Ford Racing and Team Shelby worked together to develop the KR's suspension tuning, which still, sadly, eschews independent rear underpinnings. This is something Ford is going to think long and hard about as arch-rivals Dodge and Chevrolet get ready to bring their own respective high-performance Challenger and Camaro models into production _ both sporting the IRS that the Mustang lacks.

But for the time being, Chrysler and GM will be in no doubt who has the King of the Road bragging rights.



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