



Burble Newsletter

January-February 2025

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Contents

Page

A message from the President.....	4-5
A word from the Club Captain.....	6
Raymond Geoffrey Eade - Ray.....	7
New members.....	8
A new members story, Graham & Karen Bethell.....	9
Upcoming Events.....	10
All Ford Day, Sunday 16th February.....	11-15
Social Night, Tuesday 11th February.....	16
Cromwell Classic Car & Hot Rod Festival, Saturday 18th January 2025.....	17-19
Hanmer Motorfest, Saturday 22nd February.....	20-22
Hosting Aussie visitors.....	24
Ray's Restoration.....	25
Cars & Blues tour by Lesley & Neville Hyland—Part 2.....	26-31
Mustang GTD laps Nurburgring faster than any other Car from an American brand.....	33
Boss trademark filing suggests Ford Mustang Model revival coming.....	34
Hennessey reveals Ford Mustang Shelby GT350 revival series.....	35
Ford Chief Mustang Architect Hal Sperlich Dies at 95.....	37-38
Government announces major changes to WOF system....	39-40

A Message from the President

Greetings fellow

Mustang members

Christmas came and went along with the new year at the blink of an eye. The last 2 months being busy with my granddaughter who is now a young teenager and starting to test Christine and myself the limits of our patient's. I think most people have endured these moments at some time or other. Non the less we do like a challenge.

Having produced another All Ford Day of memorable proportions with the tremendous help from all the volunteers and with the late changes thrown upon the organizers the limitations of parking space, we had a reasonably eventful day. Our turnover amassed to about \$12,500.00 for which net profit came to about \$8500.00.

So well done everyone that contributed their time and effort including all the sponsors.

A first was the Use of Team Hutchinson Ford for the use of their BBQ trailer from which we cooked sold Bacon'n'egg butties, American hotdogs and sausages in sliced bread. A great effort and a big thanks to the chefs.

We have still frozen sausages which we will use for the up-and-coming picnic to be held on the 23rd March at Orton Bradley Park.

I have started on my 68' with removing chrome and stainless trim. Next will be pulling the motor and auto out and

working my way to the interior. I'm not sure what I am getting myself into, going to the extent of a full body rebuild but I hope the outcome will be worth it.

This will be my last project as retirement is looming in the distance.

The committee and myself are now working on the new club constitution and will be ready for comment and corrections by end of March.

The last committee meeting held on Wednesday 26th February introduced a new subcommittee for the Up-and-coming Convention 2027. The key subcommittee members will be reaching out to everyone in the club to be a part of this great weekend. It takes 2 years of Planning and securing sponsors, event centers, accommodation and setting up hospitality trades, audio-visual, registration packs, printing and lots more.

There are a number of members that have had first hand experience in organizing and executing Conventions and hope that we can call upon you to be a part of the Convention 2027.

So, for now our commitment for the next 18 months is to put together a plan for a memorable convention 2027.

My next piece of news and a very soul searching one was the sudden loss of Ray Eade one of our committee members who over the years put a huge effort into organizing the sound system for all our AFD's and many other

A Message from the President

events held outside our club events. Ray was also behind organizing Southern Musters and other car runs. He will be sorely missed by all that knew him. Always at the socials and ready to commit to another project.

Another sudden loss was our great Gary Neill the man behind the bagpipes. I never had the real pleasure of knowing Gary personally but he was always a formidable presence at many events and a real great showman when playing his pipes. Most recently at Ray

Eades funeral.

Another big loss to the club. Forever in our thoughts all that have passed before us.

We have car runs organized and will be making a list of these to put in your busy calendar.

Hope to catchup with you real soon.

Best regards

Ray van Hamelsveld



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A Word from the Club Captain

Optimists and Summer

I'm an optimist, always have been and always will be. It's almost a game. We all know people with a permanent rain cloud hovering above them and putting a pessimistic spin on everything.

"It's raining again today" becomes "great for the garden and less chance of a forest fire."

"It's too cold outside" becomes "a great day for catching up with indoor tasks, snuggling up and reading a great book."

You get the idea. Try it on the next pessimist.

We are now two months into 2025 and boy has it gone fast. Every weekend there is something to do whether it is a car show, sports or music event or having a BBQ and catching up with friends.

As a club we had to cancel the January New Year's Picnic but the upside is we have a club picnic and BBQ planned for later in March.

Mid-week runs will be returning. They have proved very popular and a big thanks to Peter and Pauline Watt for organising all these runs last year. Unfortunately they are planning to return to the North Island so our committee will organise future Mid-week runs. Glenn Thomson, a Committee Member and my co-club Captain, and his wife Diane have moved to Australia for a couple of years and will also be sorely missed.

We have been deeply saddened to tragically lose two members this year. Ray Eade, a very active Committee Member

passed away unexpectedly in January and Gary Neill, our ever smiling bag piper passed away this week after a cycling accident. They will both be very deeply missed and we will have a Memorial Run soon to honour their memory and all the other club members who have sadly passed away.

A big thank you to all those who helped at our recent All Ford Day. Organising this is a massive task and some last minute layout changes required by the Air Force Museum for the arrival of the C130 Hercules aircraft caused headaches and sleepless nights for Sam and his team marking out the grounds.

Don't forget to smile each morning as you throw open the curtains and welcome a new day. We are the lucky ones to still be here doing what we enjoy.

Dennis O'Brien

Your Club Captain

021 187 8488



Raymond Geoffrey Eade—Ray
22 May 1956—23 January 2025



Poem—The Mustang Enthusiast

*In the heart of the open road you found you peace,
With the roar of the engine, your worries would cease.*

A Mustang's spirit, wild and free, reflected the soul, of the man we'd see.

Chrome & steel, your passion's delight, guiding you through, both day and night.

With every mile, your joy would grow, in the drivers seat, you were aglow.

The wind in your hair, the sun in your face, in your Mustang, you found your place.

A journey of life, with twists and turns, in every rev, your spirit burns.

*Though you've taken your final ride, in the hum of the engine,
the purr of the gears, we'll remember you through our smiles and tears,
Rest now, dear friend, in eternal peace, your love for Mustangs, will never cease.*

In our hearts, you'll always remain, until we meet, on that open road again.

New Members from

November 2024 to 28 February 2025

Allan Garnett & Caroline Muscroft

2024 Blue Ember Dark Horse

Craig Elstob & Annie Hughes

2022 Red RTR Fastback

David & Nicky Armitage

2013 Blue Ford Shelby GT500

German Guzman

2017 Yellow Coyote 5.0 GT Auto

Glenn & Caroline Faass

2025 Blue Dark Horse

Alistair & Vicky Cran

2025 Ember Blue Dark Horse

Ray & Dawn Pocock

2014 Red T.S. GT 5.0 6 Speed Manual

Garey & Sue Hanifin

1966 White Coupe 289 3 Speed Manual

Jonathan Tyce & Erin Sullivan

2018 Graphite

Kim Ranger & Ian Edwards

2023 Red RTR

Graham & Karen Bethell, a new members story.....

My love of the Mustang car started way back in 1971. At that time I was a young Air Force pilot and was type converting from the Vampire jets to the flash new A4 Skyhawk attack aircraft. There were four “students” on the type conversion course, three of us junior jocks, and one Wing Commander who was to become the squadron’s Commander upon completion of the course. He had just returned to New Zealand following an exchange tour with the USAF flying F4 Phantom aircraft, and had imported (duty-free) a beautiful dark green Mustang. By coincidence that car is now owned by your own CMOC past President Forbes Gourlay. At that time all I could afford was a 1958 VW. I’m sure that I’d have had more girlfriends if I was able to borrow that Mustang ! Fast forward to 1990 when Sir Tim Wallis (of Warbirds over Wanaka fame) was selling his P-51D Mustang.... reckoned to be the best fighter aircraft of World War 2. By then I was a Boeing 747 Captain with Cathay Pacific (so could afford something better than a VW!) and after some minor haggling, and great support from my wife Karyn, I ended up owning, and displaying at airshows, that beautiful aircraft for 34 years. A couple of years ago the office manager of NZ Warbirds telephoned me....”Graham, a set of vehicle number plates “P-51D” has become available and we think that you should have them”. And so I did, and until recently they gathered dust in my garage. Following the sale of the P51 last

year, my affection for Mustang cars was re kindled, so (to cut a long story short) I felt the need to buy a car to fit the number plates. I got in touch with Avon City Ford (Forbes) who kitted me out with a new Dark Horse Mustang. I’m still somewhat mystified by the flash gadgetry however am looking forward to many happy kilometres of motoring, and also getting to know members of the CMOC

Graham Bethell



Upcoming Events

March	Sun 2nd	Petrolhead Breakfasts Kustom Car Club grounds
	Tues 11th	Club Event, Social Night, Speights Ale House, Tower Junction
	Thurs 13th to Sun 16th	Caroline Bay Rock & Hop
	Sun 16th	Twin Rivers, A & P Showgrounds
	Wed 19th	Club Event, Mid-week run
	Sun 23rd	Club Event, Club Picnic
	Tue 25th	Club Event Ashburton Social Night, Phat Duck, West St. Ashburton
	Wed 26th to Sun 30th	Whangamata Beach Hop
April	Sat 5th	Club Event, Fish and Chips Run
	Sun 6th	Petrolhead Breakfasts Kustom Car Club grounds
	Tues 8th	Club Event Social Night, Speights Ale House, Tower Junction
	Sat 12th	Club Event, World Mustang Day
	Tues 22nd	Club Event, Ashburton Social Night, Phat Duck, West St. Ashburton
	Wed 30th	Club Event, Mid-week run

This is a list of known events planned by our club and also major events organised by others that may appeal to our members. Other events may be added and there may be changes to planned events.

Updated and full event details are on our Club website under EVENTS and details will be emailed to members near the event times.

Dennis O'Brien
Club Captain
021 187 8488

All Ford Day - Wigram Airforce Museum Sunday 16th February 2025

As is usual a lot of effort went in to organising the annual All Ford Day at Wigram however things were made more difficult when Airforce management changed the available land at the last minute, this was due to the provision of landing space for the Hercules aircraft that was arriving on Sunday, this required a last minute change to the parking plan.

Perhaps we will need to consider a new venue for next year.

A big thank you to Karen Eade for allowing us the use of Ray's audio gear.

The committee self catered the event for the first time in an effort to increase the funds raised and this went well given the challenge regarding quantities and the logistics of getting together the necessary equipment, refrigerated food and volunteer staff.

We also abandoned the tedious exercise of selling many smaller raffles and instead concentrated on only 5 larger prize raffles and this created much more interest.

It was unfortunate that the numbers of cars was down from over 400 last year to 320. Despite this the event was a successful fundraiser well exceeding last years surplus.

The committee is giving consideration whether to continue with this annual event.



All Ford Day - Wigram Airforce Museum

Sunday 16th February 2025

A list of the winners

Best Presented	Mark Forde	2011 FPV GT-P
Best Veteran	Brendon Wright	1915 Model T
Best Australian	Brent Gaudio	1970 Falcon GT
Best Interior	Graham Freeman	1934 Ford Cabriolet
Best Vintage	Graham Freeman	1934 Ford Cabriolet
Best American	Andrew Pereira	1960 Ford Thunderbird
Best English	Darryl Alker	1971 Escort Mexico MK1
Best in Show	Don Simms	1970 Twin Cam Escort



All Ford Day - Wigram Airforce Museum

Sunday 16th February 2025

A Selection of section winners



All Ford Day - Wigram Airforce Museum

Sunday 16th February 2025

Some of the Trophy presentations by President Ray



**Best American - Andrew Pereira
1960 Ford Thunderbird**



**Best in Show—Don Simms
1970 Twin Cam Escort**



**Best Vintage & Interior
Graham Freeman
1934 Ford Cabriolet**



All Ford Day - Wigram Airforce Museum

Sunday 16th February 2025

The hard working volunteers



Social Night—Speights Ale House Tower Junction Tuesday 11th February 2025

There were 34 members in attendance and we hosted special guests Jo & Janice Borg from the Victoria Mustang Owners Club who were touring the South Island. Also in attendance were 3 new members who had interesting stories to tell. A good night was had by all and we look forward to the next social night.

Cheers

Garry Pascoe



Cromwell Classic Car & Hot Rod Festival ***Saturday 18th January 2025***

This show is one of the biggest in the country, usually CMOC usually forms a party to attend, however this year only a small group attended the show and we do not have any photos to show you of our group, however we have a selection of interesting photos taken by Andrew Lange.

The show is organised by the Southland

Ford Falcon Club and commences on Friday evening with a Friday night cruise around the local area, all the locals line the streets to hear and see the massive collection of vehicles go by, it is quite a spectacle.

The actual show takes place on Saturday and can attract over 600-700 vehicles.



Cromwell Classic Car & Hot Rod Festival

Saturday 18th January 2025



Cromwell Classic Car & Hot Rod Festival

Saturday 18th January 2025



2025 Hanmer Motorfest Saturday 22nd February 2025

Just like the Cromwell show, there was no organised group from CMOC to attend this show. A number of members attended, including Andrew Lange who is responsible for this selection of photos. I have concentrated on Ford models for obvious reasons. If you wish to see more of his photos you can visit the CMOC Facebook page.

The show is organised by the Falcon & Fairlane Car Club and this is the 10th year that they put on this show at the Hanmer Springs Domain. Amongst other things it includes classics, hot rods and bikes.



2025 Hanmer Motorfest Saturday 22nd February 2025



2025 Hanmer Motorfest Saturday 22nd February 2025



Ford Mustang RTR

5.0L Ti-VCT V8 Engine, 10-speed automatic transmission



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Hosting some visitors from Australia at the Harewood Tavern Tuesday 25th February 2025

Members of the committee hosted Australian visitors Jo & Janice Borg from the Victoria Mustang Owners Club who were touring the South Island.



Ray's Restoration

1968 Fastback Deluxe 302 J Code

The beginning!

President Ray has been threatening to embark on the full restoration of his 1968 Fastback Deluxe 302 J Code for some time. At last we have proof that the long project has begun, we have pictures below of the new bonnet that has now been fitted.

To the right is the before picture.

"I have started on my 68' with removing chrome and stainless trim. Next will be pulling the motor and auto out and working my way to the interior. I'm not sure what I am getting myself into, going to the extent of a full body rebuild but I hope the outcome will be worth it."

Burble will be following the progress and reporting back to members, no pressure Ray.

What is a 302 J Code?

Midway through 1968 Ford replaced the 289 with the 302 which resulted in the J code in the VIN, a

one year listing. The main difference was the upgraded intake and heads.

Of the 315,000 Mustangs built in 1968, 40,000 of them were fastbacks.



Ray van Hamelsveld
1968 Fastback Deluxe 302 J Code



Galaxy S23
21 February 2025 6:07 pm



Galaxy S23
21 February 2025 6:07 pm

Cars & Blues Tour by Lesley & Neville Hyland Part Two

After three nights in New York, it was a big drive to Niagara. We didn't get there until mid-afternoon but had time to walk across the Rainbow pedestrian bridge to the Canadian side of the falls (which has better views than the US side).

Next stop was Detroit. We visited the Henry Ford Museum. With nine acres of exhibits and millions of artefacts, this museum offers a mesmerizing history of America. The museum began as Henry Ford's personal collection of historic objects, which he began collecting as far back as 1906. Among the exhibits, we found the original concept car for the Mustang (the 1962 Mustang I roadster), and the very first Mustang convertible, serial number 1, built in 1965.



On day 16 we headed for Chicago for another three-night stay, stopping off along the way at Hickory Corners to visit the Gilmore Collection, a world class car museum. It contains over 400 vintage and

collector vehicles and motorcycles from all eras, housed in several vintage buildings. The whole property covers about 90 acres and includes a stand-alone American Diner and gas station.



Next day was a free day to explore, so we wandered the shops and did an architecture cruise on the Chicago River. That night we took in a major league baseball game (White Sox vs Kansas City Royals). On day 18, while the ladies hit the shops, the blokes mounted up again and headed about an hour

Cars & Blues Tour by Lesley & Neville Hyland Part Two

and a half north to check out the Volo Auto Museum, another great collection of vehicles and memorabilia. We topped it off with lunch at Famous Freddie's Roadhouse, on the shores of the beautiful Fox Lake. To round off our time in Chicago it was a party bus to the Hard Rock Café for dinner. Again, not our first visit to Chicago, but we love it there.



We were now about to start heading south. It was 1 August, day 19 of the tour, and we had driven more than 2,500 miles (about half way). On the outskirts of Indianapolis Lesley and I, with one of the other couples), stopped off at Slate Performance Automotive, where Will showed us around their facility. Apart from the full range of car building/restoration work that they do, they are also certified RTR installers. We had hoped we might have seen an S650 RTR but no such luck this time.

We then met up with the rest of the group at Ray Skillman's impressive col-

lection of cars and memorabilia. Ray is the local Ford dealer (he also owns many other car dealerships in the area) and his collection is housed in a huge warehouse behind the dealership. You wouldn't even know it was there and it's not open to the public.



Next morning we were off to the brickyard, the Indianapolis Motor Speedway complex, for a track tour. One of the highlights was getting to kiss the bricks at the start/finish line, a tradition dating back to 1996 when Dale Jarrett and crew chief Todd Parrott kissed

Cars & Blues Tour by Lesley & Neville Hyland Part Two

them after winning The Brickyard 400 (NASCAR Cup Series).

OK. Things start to heat up from here on. The timing of the whole tour revolved around being in Louisville, Kentucky, for the NSRA Street Rod Nationals on Saturday 3 August. This is a yearly mecca for everything Street Rod, Hot Rod, Custom, Rat Rod, etc. According to Wikipedia (the source of all truth!), it's the world's largest street rod gathering.



The Kentucky Exposition Centre is an unbelievable venue that is comprised of over 700,000 square feet of wonderfully air-conditioned space. Inside were upwards of 500 exhibitors including all of the top show cars and a massive parts/merchandise area. There was also a huge arts and craft fair, kids zone and, of course, the usual food providers. Outside, well that was another world. More than 10,000 vehicles on display as well as a huge swap meet area and autocross course. It was just sensory overload! You

couldn't possibly get around the whole place in a day but there was a procession of John Deere tractors towing passenger trailers which just circulated the grounds all day, so it was easiest just to climb aboard and at least try to see as much as possible. Some stunning machinery on display on a beautiful day!



Onward towards Nashville, Tennessee, "Music City USA". Along the way we stopped by Fort Knox, visited the Jim Beam Distillery in Clermont, Kentucky, and called in to the National Corvette

Cars & Blues Tour by Lesley & Neville Hyland Part Two

Museum in Bowling Green. The museum includes a display centred around the sinkhole that collapsed on February 12, 2014, swallowing eight Corvettes. Some are on display in the exact condition they were when they were retrieved from the hole.



We had three nights in Nashville. It was an absolute blast. From the honky tonk bars along Broadway, all pumping out live country music, to the rooftop bars, to the Johnny Cash Museum, to the Country Music Hall of Fame, to the Grand Ole Opry (which included a backstage tour before the show). The Opry is a live country-music radio broadcast held several nights a week and is the longest run-

ning radio broadcast in US history. Kiwis on Tour even got a shoutout from the show hosts so we made it to live national radio across the States! For Lesley and me, Nashville was one of the highlights of the trip – just the atmosphere, the vibe and the feel of the whole city.



Day 25 had us heading to Memphis, Tennessee. We stopped off at Graceland, the highlight being a visit to Elvis's mansion. That night we visited Beale St., "Home of the Blues", to check out the live music and local food.



Cars & Blues Tour by Lesley & Neville Hyland Part Two



Vicksburg is also home to the Biedenhams Coca-Cola Museum where Coca-Cola was first bottled in 1894.

Next morning we followed Highway 61, "The Blues Highway", towards Vicksburg. Not far out of Memphis we stopped at the "Gateway to the Blues Museum" in Tunica. This was a fascinating insight into the history of blues music.

There is a lot of Civil War history in the Vicksburg area, which is right on the Mississippi. We drove around the Vicksburg National Cemetery, where 17,000 Union soldiers are buried. It's a haunting 16-mile drive through the burial grounds with countless historical monuments, markers and canon emplacements along the way.

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Cars & Blues Tour by Lesley & Neville Hyland

Part Two

The Route



Mustang GTD Laps Nurburgring Faster Than Any Car from an American Brand

Mustang GTD fulfils sub-7-minute Nürburgring promise, completing a lap of the 12.9-mile, 73-turn “Green Hell” in 6:57.685

Mustang GTD is the only the sixth stock, production sports car to complete an officially certified sub-seven-minute lap and the fifth fastest in the production sports car class according to the Nürburgring's records

The challenges the Mustang GTD team overcame to set a sub-seven-minute lap at the Nürburgring are featured in *The Road to the Ring*, a 13-minute documentary film airing now on Ford.com, YouTube, Facebook and other social media channels

DEARBORN, Mich., Dec. 10, 2024 – Germany’s iconic Nürburgring Nordschleife is the gold-standard for

sports car development. And the 2025 Ford Mustang GTD is the first car from an American brand to complete a lap in under seven minutes.

Driven by Multimatic Motorsports driver Dirk Müller, the 815-horsepower Mustang GTD lapped the circuit nicknamed “The Green Hell” in an officially certified 6:57:685. It’s the fifth fastest time by a stock production sports car according to the Nürburgring’s official records and Mustang GTD is only the sixth vehicle in that class to break the seven-minute barrier.

The time delivers on the goal laid out by CEO Jim Farley at the Mustang GTD’s debut in August 2023.

“The team behind Mustang GTD took what we’ve learned from decades on the track and engineered a Mustang



Mustang GTD Laps Nurburgring Faster Than Any Car from an American Brand

that can compete with the world's best supercars," said Jim Farley, Ford President and CEO. "We're proud to be the first American automaker with a car that can lap the Nürburgring in under seven minutes, but we aren't satisfied. We know there's much more time to find with Mustang GTD. We'll be back."

Mustang GTD's Nürburgring success is due to the work of a small, dedicated team of engineers and designers who worked tirelessly over the course of two years to turn the Mustang GT3 race car into the first-ever Mustang supercar. Ford documented their efforts in the run up to the timed Nürburgring run in *The Road To The Ring*, a 13-minute documentary that covers the challenge, drama, and excitement of developing Mustang GTD.

The documentary, which is available on Ford.com, the Ford YouTube channel, and Facebook is a behind-the-scenes look at the testing of Mustang GTD, from iconic American tracks like Sebring, through to development sessions at the Nürburgring. It features Farley, Muller, Multimatic Chief Technical Officer Larry Holt, Mustang GTD Chief Program Engineer Greg Goodall, and Mustang GTD Design Manager Anthony Colard, as well as other members of the Ford and Multimatic team.

Mustang GTD represents the apex of Mustang performance and benefits from lessons learned by the Ford Perfor-

mance Motorsports and Multimatic Motorsports Mustang GT3 program, in particular around aerodynamics and setup for tracks such as the Nürburgring. However, Mustang GTD isn't subject to the rules and regulations of GT3 racing, which prohibit much of the technology that allow a sub-seven-minute Nürburgring lap.

That includes carbon-ceramic brakes, active aerodynamics, a supercharger, and semi-active suspension. A carbon-fiber body is familiar from GT3 racing, and while the Mustang GTD that completed the sub-seven-minute lap was entirely stock, it did include motorsports-derived safety gear mandated by the Nürburgring. That includes a competition seat with a five-point harness and a roll cage.



Boss Trademark Filing Suggests Ford Mustang Model Revival Coming

Ford Motor Company has filed to trademark “Boss” with the United States Patent and Trademark Office (USPTO), *Ford Authority* has learned. Filed on January 15th, 2025, under serial number 98963540, this application contains the goods and services description of “Motor vehicles, namely, gasoline and electric passenger automobiles, sports cars, pick-up trucks, sport utility vehicles and their structural parts.”

The Ford Authority Take

Boss is a rather well-known name among Ford Mustang fans, given the fact that it was first used on the now-iconic Boss 302 to meet homologation requirements to compete in Trans Am racing, leading to a production version offered to customers in 1969 and 1970. The Boss 429 followed as an even more powerful variant also designed to serve as a homologated model for NASCAR racing, but after 1970, both Boss Mustangs disappeared for a pretty long time – in fact, the Boss 302 didn’t return until 2012, when it once again graced the flanks of a track-focused pony car.

Following that limited run, the Boss Mustang has been on ice ever since, but this new trademark filing seems to indicate that The Blue Oval may in fact be bringing it back in

the near future. Such a move would make sense for a number of reasons – for starters, Ford has done the same thing with other special Mustang variants like the Shelby GT350, GT500, and Mach 1 in the past, and we’re certainly due for a new Boss.

Secondly, as *Ford Authority* exclusively reported in May 2024, the S650 generation Mustang may not utilize the Shelby name on any variant, though no final decision had been made at the time of that report. This stems from the fact that Blue Oval executives are fans of using names conceived by Ford, rather than those licensed from third parties like Shelby. The Raptor and Dark Horse are good examples of this, and both have thus far experienced a healthy amount of success. If a new Boss Ford Mustang is indeed in the works, it would also be the perfect time to use it to pay homage to Howard Freers – a man that played an integral role in developing the original Boss 302 – but passed away last year at the age of 97.



Hennessey Reveals Ford Mustang Shelby GT350 Revival Series

The Ford Mustang Shelby GT350 reappeared during the pony car's S550 generation as a naturally-aspirated track-focused machine, just like the original. It quickly became a popular choice among folks that appreciate such a thing, but sadly, the GT350 disappeared from the lineup once again and didn't return alongside the debut of the all-new S650 generation model, either. However, those that love the Ford Mustang Shelby GT350 and want something a bit more, shall we say, potent, will soon be able to get precisely that from Hennessey Performance.

Hennessey was quick to offer its own upgraded version of the Ford Mustang Shelby GT350 – a model dubbed the HPE850 – shortly after its debut, a car that coaxed 850 horsepower from the factory 5.2L V8 Voodoo engine thanks to the addition of a supercharger and various other upgrades. Hennessey then launched its own version of the 2024 Mustang Dark Horse – called the H850, which generates 850 horsepower and 650 pound-feet of torque from its fortified fourth-gen 5.0L V8 Coyote engine. Now, Hennessey has revealed something new, but also old – the Ford Mustang

Shelby GT350 Revival Series.

The new GT350 Revival Series will reportedly be built in ultra-limited quantities and is based on the S550 GT350/GT350R, which features the H850 package itself. That package includes a supercharger and helps the Voodoo crank out 850 horsepower, but Hennessey didn't reveal too many additional details about the resurrected machine. The example shown in this video is a 2020 GT350 Heritage Edition in Wimbledon White with Guardsman Blue stripes, and is one of 100 built by Hennessey over the years.

Now, those that missed out on the first run of Hennessey-modified Ford Mustang GT350 models will get a second chance to do so via the new Revival Series model, too. The company only plans to build 24 examples of this new model, however, and this example is number one – a fact it touts via door stickers, and making it quite special, we'd say.



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FINANCE



Chief Ford Mustang Architect Hal Sperlich Dies at 95



The Ford Mustang is currently celebrating 60 years of existence, and over those six decades, the popular pony car has certainly earned its place in automotive history. We can credit a handful of people for having the vision to make the Ford Mustang both a reality and a tremendous success, but sadly, some of those folks have passed away in recent years. That list includes the man known as the “father of the Mustang,” Lee Iacocca, who passed away back in 2019, as well as Gale Halderman, who drew the rough sketch that would eventually become the original pony car that passed away in 2020. Now, we’ve lost another important figure in Ford Mustang history.

That man is Hal Sperlich, as first reported by *Automotive News*, who passed away yesterday at the age of 95. Sperlich began his career at The Blue Oval in 1957 as an engineer fresh out of college, but quickly made a name for himself by

showing the ability to quickly spot trends within the industry – such as the need to downsize vehicles, which eventually got him fired by CEO Henry Ford II himself.

Before that happened, Iacocca was the catalyst that Sperlich needed to make his vision become a reality, fighting back against bean counters that influenced product development heavily. The two were able to convince brass that the Ford Mustang was a machine that Americans wanted, and he was certainly correct, as the pony car proved to be an instant hit when it launched. Sperlich went on to become vice president of Ford of Europe, during which he played a big role in creating the Fiesta.

However, it was Sperlich’s next project – a small, front-wheel drive van – that would ultimately seal his fate at The Blue Oval. After pushing hard for that vehicle to become a reality, Ford II fired him on the basis of not wanting to spend money on an unproven segment at a time when the company was in dire financial straits. However, Sperlich moved on to Chrysler and wound up saving that company by creating not only a minivan, but also, an array of small cars. Today, we remember Sperlich as a truly revolutionary figure in the automotive world as a whole, as well as one of few people that were instrumental in bringing the Ford Mus-

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tang to life.

“We lost a product visionary in Hal Sperlich. He was also a friend and mentor to me, and many others. Hal was a dare-to-be-different product planner who had vision, passion and knowledge of a customers’ wants and needs. He didn’t play it safe, and he was always focused on the whitespace and improving the company’s

capability. There are a lot of people who make great cars but so few who invent segments like Hal did with the Mustang and later the Fiesta. Fiesta was Ford’s first front-wheel-drive sub-compact car globally and a huge success that allowed Ford to compete in the fastest growing and hottest segment in Europe,” said Ford CEO Jim Farley.



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Government proposes major changes to Warrant of Fitness System

The Government is proposing to move to annual Warrant of Fitness (WoF) and Certificate of Fitness (CoF) safety inspections for vintage cars, vintage motorbikes and motorhomes, a change from the current six-monthly checks.

Transport Minister Chris Bishop said that the present law is not aligned with reality, given that statistics show vintage vehicle owners have a higher pass rate for their WoF inspections compared to owners of non-vintage vehicles.

“The law is basically out of step with reality, and we're bringing it into line with common sense,” he told *1 News*.

This adjustment would apply to vintage light vehicles over 40 years old and private motorhomes and affect approximately 128,000 vintage vehicles and 39,000 private motorhomes. Currently, motorhome owners can pay up to \$300 every six months for a CoF, while vintage car WoFs cost between \$70 and \$100. These costs, in addition to the time spent on inspections, have been cited as reasons for the proposed change.

The New Zealand Federation of Motoring Clubs, an umbrella organisation that represents 150 car clubs with more than 131,000 members between them, and the New Zealand Motor Caravan Association have both been campaigning for a reduced inspection frequency

for at least five years.

“We're just delighted,” Garry Jackson, president of the New Zealand federation of Motoring Clubs said of the proposed move. “It's been a consistent frustration and nagging issue, not only the cost of doing it every six months but the time it takes to do it.”

“For many of these cars, the mileage that they will have driven between the previous warrant of fitness and the current warrant of fitness might only be literally from their house to the testing station, but you've still got to go through it,” he told *1 News*.

New Zealand Motor Caravan Association Inc chief executive Bruce Lochore said the association was saying that CoF frequency is “inappropriate for the use of motorhomes”.

“It's never made sense because these vehicles do a fraction of the mileage of normal vehicles, they have a fraction of the serious accidents. It got lumbered in with all heavy vehicles,” he said.

The New Zealand Automobile Association (AA) also welcomed the proposed change but urged the government to go further and consider implementing an inspection system based on the distance travelled by a vehicle, rather than solely on its age.

Principal policy advisor for the AA, Terry Collins, said the Government's previous proposal to include light vehi-

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cles in road user charges systems made it the right time to implement a mileage-based inspection scheme.

Collins told *1 News* that distance was a “very good” indicator of wear and tear to a vehicle.

“We see that on tyres, that’s one of the main reasons that they fail, they get to a certain point after travelling 40,000 kilometres,” he said.

Public consultation on the proposed changes will be open from February 24 to April 4 at nzta.govt.nz.



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