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Burble

The magazine of the Canterbury Mustang Owners Club

May 2020



The rarest production Mustang that few have heard of

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President's Patter

Greetings everyone, and welcome to winter!

What a journey, from summer to winter via covid-19 and lockdown. Phew!

Our events schedule has been affected, our AGM is on hold, we've put off the Mainland Muster with our Southern colleagues, and the planned Ford National Mustang Convention 2020 is in a holding pattern as this Burble is published. We also need to find a replacement venue for our CMOC Christmas lunch. Not exactly as we had planned for 2020!

As a club, we remain in very strong shape, with healthy financials, strong and capable committees for both the Club and for the Convention, poised to swing back into action as the lockdown restrictions ease and as we move forward once again as a community and country.

With regard to the Convention, there's a separate update later in this Burble.

I'm sure the lockdown experience has been interesting and with differing challenges for each of us, in our own personal ways. I'm also very conscious that for some the challenges may be greater than for others, whether that be due to changes in employment, business pressures, family or other situations. Our thoughts and hearts are with you.

There seems to be a feeling that life after lockdown might be a little different than before, with a greater sense of community and friendship, more focus on quality of life and maybe less emphasis on "hustle and bustle". Obviously there will be economic and social challenges ahead as NZ recovers over an extended period from the financial hit of covid-19. In all of this our Mustang spirit and friendship will be important and beneficial. Let's all hang in together!

Very best wishes

Garry



Editor's Note

Welcome to this edition of Burble, the fourth on my watch.

I've tried hard to maintain a wide-ranging variety of "newsy" articles and stories, a task made a little more difficult because of the cancellation of all of the events that should have occurred in recent weeks. I've also tried to find stories which extend our Mustang knowledge, including cars, music and people. Maybe you'll find some info you didn't know before!

This issue has a focus on the generation of Mustangs known as the Fox body models. I've done this because usually it's easy to put our emphasis on the older classics, or the later new model cars. The Fox bodies tend to be a little forgotten or overlooked. But they are a very significant part of Mustang history and profile. They were the longest running single model platform, from their launch in 1979 until 1993, replaced by the new SN-95 generation in 1994. During this long run, the Fox body generation got the Mustang brand and image for power and performance back on track after the gas crisis issues of the '70's, and Foxes were successful in motorsport. Today they're making a comeback, representing a very affordable way to become part of the Mustang fraternity.

And my special connection with the Fox.....in 1979, on a brief US posting, my drive car was a newly launched Mustang Indy Pace Car special edition, with the 2.3 turbo engine. Cool! (And it was the first Mustang I ever drove).

I hope you enjoy your Burble!

Cheers Your Editor



Above, CMOC members Nigel and Kathy Northcroft's gorgeous Fox body



Indy Pace Car; we have one or more in CMOC



Our Club Captain's Report

There is light at the end of the tunnel and it's not the train coming.

Our patience is being rewarded with less restrictions and it is time to pump up the tyres, charge up the battery and burn up some of that cheap gas. Money saved on dining out and coffee can now be used to fill the tank.

Our Mustang's last outing just before the lockdown was as the kidnap getaway vehicle for a Stag (human kind) who was kidnapped, blindfolded and bundled in the back for a swift departure to a destination unknown.

As a Club we are planning new events for July, August and September and this is our chance to support the local businesses that have struggled through the lockdown.

This month, after 47 years 3 months and 19 days of working in the airline industry I am free to roam. No more do I need to check a shift roster to see which weekends I am free. Winston's Gold Card will get a work out as I travel the busses for free. One advantage of having a younger wife is that she is still working for a bit longer. I think it's to keep me in toys and maintain our lifestyle. Thanks Viv.

I am excited to be able to catch up with many of you soon and share stories of what has been a very eventful year. Keep smiling.

Dennis O'Brien



Welcome to our new CMOC members!

Alan Black	1966 Notchback Gunmetal Grey
Roger and Elaine Scholes	2016 GT Triple Yellow
Keith and Karen Firman	2020 Roush RS2 Silver
Brian and Tracey Donohue	1970 Mach 1 Red; 2017 GT Bubble Blue; 1967 GT Lime Gold
Alistair Smith	2019 GT Fastback Roush RS2 Orange Fury
Greg and Gilliam Bennett	2016 GT Fastback Red
Phil Moore and Ruth Lilley	2020 Fastback 2.3 High Performance Auto
Murray and Dale Young	2007 GT Red
Stephen Turner	2018 Bullitt Highland Green; 2008 Bullitt Highland Green; 2001 Bullitt Highland Green
Murray and Maria Topp	1965 Convertible 302 Windsor Orange
Brent Rainbow	1967 Notchback Beige
Chris Buckley & Sarah Hopkins	2019 GT 5.0 Auto Shadow Black



A very successful All Ford Day 2020!

Sunday 16 February 2020 seems a lifetime away after the recent events that overtook our lives. This was a day the weather gods, the planning and support on the day came together for a very enjoyable and successful All Ford Day.

This was my first time organising the event and I was so lucky to have the templates and format from previous years to draw on. I am indebted to previous organisers who shared their knowledge and experience from previous events. A huge thanks to our sponsors, the Ford dealerships for the beautiful Ford Focus raffle car, our ticket sellers, the sign putter-uppers, the Fire Service, and all the Club members who helped with the marking out, set-up, equipment, raffle prizes, safety equipment and all the other things required to make the day a success. Gee, I think I had the easiest part.

The event would not be possible without the support of the public, other Car Clubs, the vendors and the Air Force Museum. We were delighted to be able to support the Riding for the Disabled and the Air Force Museum, and presented cheques to them on the day.

Congratulations to all the prize winners. We had a record number of cars on display. One feature this year was the people dressed in period costume to match their vehicles. Perhaps this is something we can expand on next year.

Next year's event will be on **Sunday 21 February 2021** – mark your calendars now!

Dennis O'Brien

Club Captain



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All Ford Day - a photographic tribute





All Ford Day - the Honours Board!

Cup Winners!

Best Veteran Ford: Brendon Wright, 1915 T Pickup
Best Vintage Ford: Luke Pickering, 1926 Model T
Best American: Malcom Frajer, Ford Thunderbird
Best Australian: Greg Strachan, Falcon Cobra Coupe
Best British: Steve Trumper, Ford Popular
Best Presented: Rusty Skirton, 1927 Model T
Best in Show: Ben and Julie Taylor, Fairlane
People's Choice: Alan Dunn, Ford GT40

Top Ten Trophy Winners!

Dave Pomeroy, 1949 Ford Bonus F1
Trevor and Marion Love, 1956 Thunderbird
Kerry Walsh, 1946 Ford Coupe
Bryce Dryden, 1963 Fairlane
Robert Cooke, 1950 Custom Convertible
Maria van Nus, 1969 Mercury Montego
Dave Austin, 1965 Mustang Notchback
Barbara and Ross Norton, Mustang
Craig Stare, 1959 Thunderbird
Luke Pickering, 1926 T

Credits: All photos by Andrew Lange



All Ford Day Postscript:

Dennis's earlier words sum up really well the efforts that went into one of our most successful Canterbury All Ford Day events. It was a great day for all the participants, for our charity recipients, for our members and our CMOC club, and for the Ford brand. Sincere thanks to all! Garry Jackson, President CMOC



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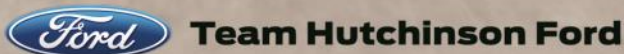


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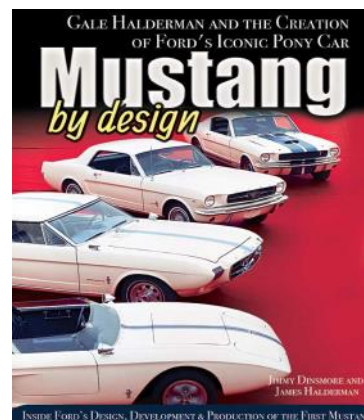


Gale Halderman (1933 – 2020) the man who created the iconic design that started the pony car crazeand changed America forever

Every Mustang book and historical reference mentions four key individuals with regard to their responsibility for the birth of the Ford Mustang: Lee Iacocca, Don Frey, Hal Sperlich and Eugene Bordinat. Yes, all four were critically involved as Ford's senior leadership team in the approvals and execution for all aspects of the Mustang program. But they didn't actually design the Mustang.

Similarly other designers are mentioned in different stories, with varying degrees of involvement: Joe Oros, David Ash, John Najjer, and others. The reality is that auto design in a large corporate like Ford is a team effort, with many individual inputs. But consensus is that one name stands out regarding the design that became the Ford Mustang.

In 1962, Gale Halderman was a mid level designer with an eight year career at Ford, working on a range of styling jobs on Fairlanes, Galaxies and other models. In the genesis of the Mustang program, as Ford progressed from somewhat impractical concept ideas to a more marketable Falcon based sporty car, Halderman was one of four designers challenged to brainstorm some ideas.



And it was Halderman's concept of a distinctive long hood/short deck notchback two door that won out. Halderman was then assigned the role to advance the chosen design to a full clay model in ten very short days, for senior exec approval.

Some interesting points from a revealing interview with Gale in later life:

- Halderman's distinctive frontal styling was influenced by the protruding bonnet and radiator air intake on contemporary Ferrari's, accentuated by the setback on the headlights
- The three "gills" on either side of the front grille were designed to disguise the body seam between the grille assembly and the headlight fairings (these have become traditional Mustang cues, and today are integrated into the headlight design)
- The three panel taillights (Mustang fans know them as "tri-bar" lights) were a quick and unique fix for what otherwise could have been plain rear styling.
- Halderman's original design was badged Cougar, adorned with a chrome cat badge that one of the exec's had on hand. Halderman suggested that the cat should be corralled with a chrome surround. Subsequently Ford's ad agency J Walter Thompson and Ford marketing decided that horses were more popular in US life and folklore than cats, and the cat became a pony!
- Halderman was responsible for all the distinctive design cues for the early model Shelby's, developing them for sign off by Carroll Shelby before production.

(Continued on next page)

Credits: Written by Editor, using multiple automotive sources incl articles by Jimmy Dinsmore. Pics chosen from public sites and Halderman Museum website



Gale Halderman (continued)

Halderman is well known for penning the Fastback, which was launched as a supplementary and highly successful model in late 1964, for the '65 model year. What isn't so well known is that he actually designed the fastback concurrent with the notchback, in mid 1962, right through to executing a full size clay model. This was done under wraps, and wasn't shared with senior Ford execs, who were then totally focussed on getting the investment for the base program (Notchback and convertible) approved. Knowing that Iaccoca was struggling to get Henry Ford II's support, Halderman took the initiative (and using his strong personal relationship with Lee) and gave Iaccoca a private showing of the Fastback concept. Iaccoca loved it, and was able to use the Fastback (as a subsequent model) to win over the boss and the accountants as part of the approval for the original, initial program.

Jimmy Dinsmore, Mustang historian and authority sums this story up perfectly; "For Gale to have lived 87 years and to have designed something that is part of pop culture and automotive history, he has had such an impact. He was so revered throughout the Mustang community. With Lee Iaccoca dying last year, and now Gale's passing, in some regard this is the end of the golden era of Mustang's beginnings."



Postscript: In his retirement, Gale Halderman created the Halderman Barn Museum on his family land in Tipp City, Ohio. It includes a superb collection of drawings, artwork, and memorabilia from his time with Ford. Check it out at www.haldermanmustang.com. The website includes a link to a great video interview with Gale, set in the museum.





Meet Dan Wood, CMOC Member

Your Mustang? 1965 Notchback

Tell us a little about your Mustang 1965, only Mustang I've ever owned. It's an excellent family car (wife and two daughters). Runs a 289 V8, reasonably loud exhaust which I like. Not a show car by any means but it's complete and fun to drive

When did you first become interested in Mustangs? I've liked Mustangs since I can remember (and most other American makes). I have a photo on my bar fridge of myself as a young kid with a Mustang T Shirt on, so it was always meant to be!

Outside interests? Building for a living takes up most of my time, but when I'm not working I spent time with family and friends. I enjoy mountain biking, watching motorsport and having a beer with mates.

If you were CMOC President, what would you prioritise or do differently in the interests of the club? I'd change nothing. I think our president does a great job.

You've just won Lotto! What's the one Mustang you'd buy,? Why? The PDL 2 Mustang! It's a lovely race car and I enjoy seeing it at the Skope meetings. I don't think Todd Stewart would want to give up his seat though?!



What's your favourite road for a pony run? Ruapuna is my favourite piece of tarseal, but I enjoy any public road that lets you exercise the horses without breaking the law too much. Oh, the Lyttelton Tunnel also works well for acoustics.

Top 5 road songs? My stereo is not the best in the old girl but if I'm ever allowed to choose anything aside from Harry Styles, my choice of bands would include Dire Straits, Toto, Little River Band, Collective Soul, etc. And to throw another into the mix, KC and the Sunshine Band (haha).

When did you join CMOC? Why? 2016. A must really when you own a Mustang.

Any lockdown stories? Driving withdrawal symptoms saw me using my Mustang as a supermarket trolley once during lockdown. I took the longest way home!

Burble.....retain mail out printed copy, or read on line? Printed Burble mailed out I reckon.

Thanks Dan!



An absolutely time-warp pic! Halderman's design clay model, in the fresh air outside Ford design studios, probably for a management review. The date is September 10, 1962, 15 months ahead of the first pre production units, and 20 months before launch. Note the Chev Corvair in the background (Ford considered Corvair a possible market competitor). Look closely and you'll see the chrome cat in the grille badge. At this stage the planned name for the new car was still 'Cougar'. The decision to call it Mustang came later.



Credit: Pic from Autoweek

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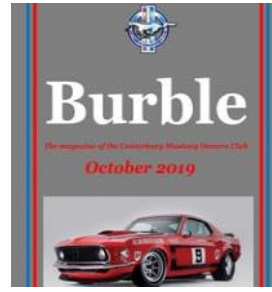
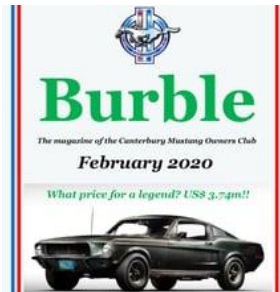
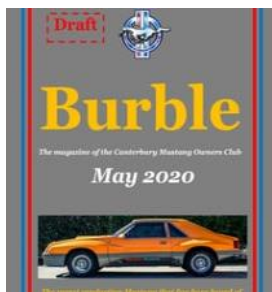
Important: Burble's future plans

In last October's issue, the issues of increasing printing and mailing costs were flagged, and it was indicated that the Club's next AGM would be the appropriate opportunity for member discussion and feedback on the various options.

The CMOC Committee believes that this is very much the case (the AGM, delayed by lockdown, will now be Sat July 4). In the meantime, the Committee has decided to proceed with a full print and mail out run for this particular May issue, and to accept the costs that this will incur. The decision recognises the principle of getting member feedback and direction (at the AGM) before taking action, together with the view that Burble plays an important part in our club's internal communication and "club spirit" (and supports local business) at this time when keeping connected is especially important.

The reality is that printing and mailing is expensive (3 issues of Burble per year represent approx. 70% of each member's annual sub), compared with the no-cost option of an on line PDF Burble on our website....but we all know that does not have the "coffee table" tangible appeal of a printed copy in each member's mailbox. It might also be that on line readership could be lower (we tend to scan or speed read articles on line, rather than pour over every word and picture).

As we can all see, much to discuss and decide on July 4 please be there!



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Racing in the '80's with the Fox

Across the Mustang model generations, the motorsport image is deservedly strongest with the top performing Shelby's of the 1965 – 1970 era, and now being rivalled by the success latest model success in V8 Supercars and in NASCAR. But often overlooked is the racing pedigree and success of the Fox body Mustangs of the '80's. And boy, did they look good!

There are two parts to this story.

International Group A

With the mid 1980's arrival of Group A as the global modified production car racing (except USA), and the efforts to use Group A to draw in as many manufacturers as possible, Ford was caught a little shorthanded. The Sierra XR4Ti as developed and raced by Andy Rouse was a possibility, but any investment would likely be wasted with the Sierra Cosworth RS 500 coming down the track in 2-3 years. Instead, Ford homologated a Group A version of the 1982 Mustang, fortuitously being marketed (for the first time) as a low volume model in Germany.

Group A Mustangs were built by famed Swiss tuner Rudi Eggenberger for the European Touring Car Championship, and wilder versions appeared in the German DTM series. Loyal Ford stalwart Dick Johnson saw a Group A Mustang as his only choice for the mid '80's, resplendent in its 'green tuff' colours, and NZ racer Bruce Anderson also chose the Mustang route, in Pinepac livery. All these Group A Mustangs acquitted themselves well but tended to be just behind the front running big budget Group A teams from BMW, Rover and Jaguar. But we all loved seeing these Mustangs fighting it out on the streets of Wellington, and at the Bathurst mountain.



USA Trans-AM and IMSA racing

In 1969 and 1970, the 'pony car wars' on the tracks across the USA dominated US motorsport. Mustang versus Camaro versus Barracuda versus Javelin, all driven by top drivers, with immense factory support and budgets.

Less well known is the fact that this was repeated, with no less intensity, in the mid 1980's, with wild looking cars, wild technology, and wild times in the Trans-AM and IMSA GTO series. And Ford was at the forefront, with a range of different cars over these years and racing series, spearheaded by the Fox body Mustang.

Credits: Written by Editor using many automotive references, especially Fast Fords by Alex Gabbard. Pics selected from various public sources.



Ford ran full factory teams in both series, winning the Trans-AM championship in 1983 and 1984 with 5.0L Mercury Capris (Ford had initially decided to use motorsport to boost their Lincoln-Mercury brand, with a badge engineered Mustang). In 1985 Ford dominated both the Trans Am and IMSA GTO events (both ran similar technical regulations), winning all but three of the 26 races, and capturing the Manufacturers title.

In 1986, competition was tougher, but the Ford Mustangs of Scott Pruett and Bruce Jenner (his first and only season with the team) finished one-two in the IMSA championship, and the same in the associated Camel Endurance Championship run over five long distance races. And talk about rugged racing, see the side bar comments below from Scott Pruett himself.



Furious speeds. Brawling in the pits. In the ultimate pony-car wars of the Reagan era, the Roush Mustangs showed the Camaros the way home.

I loved my No. 11 Roush Motorcraft Mustang from 1986. The paint job, the colors—it was incredible. When you look back at that era, it was a hard-core shit fight between Ford and Chevrolet—tooth and nail, every race. We were factory drivers. We were completely obsessed with beating each other. The work that went into our engine? I lived with Jack Roush for a time, and I can tell you, he was up at 4:00 a.m., heading to the shop, running the dynos.

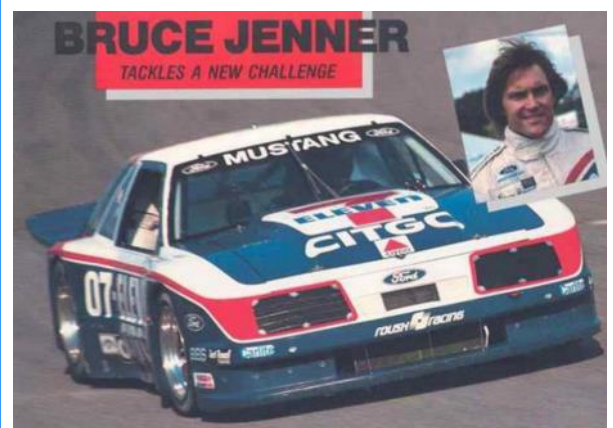
In 1986, there was a fight between myself and Chevy driver Willy T. Ribbs. It was in the car and out of the car. We would tend to run into each other, out of aggression, not spite. Well, maybe sometimes out of spite. In Portland in '87, we got into it physically. And there were a couple other shoving matches. I mean, I'm being paid by Ford to win, to put that Mustang in the newspapers. That's how I drive.

Another great race was the 12 Hours of Sebring in '86. It was Bruce Jenner and myself, and I think Bill Elliott and Ricky Rudd in a team car. We got behind. It was the last turn of the last lap, and I passed Ricky for the victory. All hell broke loose. Ricky comes sliding across the hood of his car, coming after me, with Jenner in the middle of it.

I bleed Ford Blue because I'm so thankful for those guys helping me in my career. And when you look at that great era, when all that hard racing was happening? I'd do it again in a heartbeat. —SCOTT PRUETT

Scott Pruett won the IMSA GTO title in 1986—and later just about every other road-racing trophy out there, including five Rolex Series crowns.

Does the name “Bruce Jenner” sound familiar? He was a US gold medal winner in the decathlon at the 1976 Olympics who then turned his hand to auto racing. Ford saw the talent, and he delivered as back up to Scott Pruett in 1986, winning 2 races outright and finishing second in the championship. After Ford he didn't enjoy the same success and in the 1990's moved into celebrity entertainment field with partner Kim Kardashian, continuing in the headlines in recent years as Caitlyn Jenner. That's a hell of a story.





Fox Racing Postscript

The foray by Ford Mustangs into Trans-AM and IMSA racing in the early to mid '80's was significant for two other developments, that continue to have major impact for all Mustang and Ford fans today.

Firstly, it was at this time that Ford had the foresight to establish its SVO performance division, under the leadership of the influential Mike Kranefuss, who had the trust and support of the very top Ford management. SVO played a crucial role in the development of the IMSA Mustangs, and the engine developments they pioneered are still evident today, all the way to the 302 engines run in the Mustangs in V8 Supercars. Perhaps even more importantly, this initial SVO operation within Ford has become permanent part of the Ford structure and the Ford brand DNA, with the Ford Performance and Ford Racing divisions.

The second notable point was the team management and expertise of a young Jack Roush, who had originally worked for Ford, then as part of the US Zakspeed Mustang program in 1981/2, before setting up his own race team. Roush Racing was the team that ran all the winning Mustangs. The rest, as they say, is history! Maybe it also explains the continuing strong and very close relationship between Roush enterprises and Ford today.



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McLaren Mustang M-81: The Rarest Model?

Here is a Mustang that I can almost bet you have never heard of. And it is a Mustang with a Kiwi connection (albeit a little remote) in its development. It is so rare that it features on the list of the world's rarest Mustangs, alongside the prototype 4 door and wagon versions!

Welcome to the McLaren Mustang M-81. That's not a typo.....the official model name has the McLaren reference ahead of the Mustang model name.

Firstly, why McLaren? Back in the late '60's, and the glory days of the CanAm series and the "Bruce and Denny show" (Kiwis Bruce McLaren and Denny Hulme in their works McLaren sports cars cleaned up nearly every race, and every championship from 1967 to 1970 with such ease) McLaren set up an engine building and tuning operation in Livonia, Michigan, to support their US racing efforts (which subsequently included Indianapolis). Whilst operationally the McLaren Performance business no longer has any ties to McLaren in England, in the '70's and early '80's it still had connections.



With the launch of the new Fox body Mustang in 1979, and the formation of the Ford SVO group for high performance engineering in late 1980, and the track success of McLaren at Indianapolis in the '70's, Ford saw a possible collaboration with McLaren on a special edition Mustang. Looking back, it seems that Ford were very keen to connect with McLaren.

McLaren Engines were responsible for tweaking the 2.3 OHC turbo 4 cylinder engine for another 50 hp, with Cosworth parts and other mods. SVO lead the program for suspension (uprated springs and antiroll bars, Koni adjustable shocks, BBS wheels and beefy Firestone HPR tyres), body modifications including massive fender flares and big hood scoops, Recaro seats, race style steering wheel and gauges, all finished with a gold-like orange paint and special decals.

Interestingly all this took place at a time when Ford's relationship with Shelby had ceased, and Ford was desperate to kick some life (Shelby style) into their marketing and to target younger, performance conscious buyers.

But why does the McLaren Mustang M-81 rate as so rare?

It's because the planned production run of 250 was never achieved. At US\$25000 list price (probably \$80000 today) orders were slow, only 10 cars were built, and the program was cancelled. Looking back, we can assume that there were numerous problems in the marketing strategy, pricing, customer reaction and more, but that doesn't take the shine off the exceptional rarity of this special Mustang with a legendary Kiwi connection.



Check out the special McLaren Mustang decal on the dash plaque and on the car. Is that an early, stylised version of the Kiwi logo that still adorns the McLaren supercars today?

On the right is the M-81 showroom poster, connecting with McLaren's Indy car successes



Credits: Compiled by Editor from various automotive references including Fast Fords by Alex Gabbard. Pics from public sites.



Meet Colin Sweetman, CMOC member

What Mustangs do you own?

1967 Sports Sprint Coupe in Candy Apple Red, 2013 GT Premium in Silver, 2019 GT Fastback in Need For Green. And I'm babysitting a 2016 EcoBoost Convertible in Magnetic for the next 3 years.

Of your Mustangs, present and past, do you have a favourite? Why?

Although the later models are easy to drive and have the power and creature comforts, the '67 is really my favourite. For many years I dreamed about owning a Candy Apple Red Mustang, and later, when I started getting more interested, the '67 update with the updated head and tail lights and wider track was the one for me. I then knew what I was looking for. I am not disappointed that it is a '6' as these are getting quite rare nowadays – even in the US. I am a member of the Mustang '6' Association and there is even a coordinator in NZ. I bought my '67 in Chicago, had it trucked to LA, then to Auckland in a container. It is always fun to drive, has its own personality and it is easily recognised by all as a Mustang.

When did you first become interested in Mustangs?

I have been a car-nut all my life, since before I could drive and have owned multiple cars and now have a collection of various classic and modern cars. At one stage the collection numbered 35, but now is down to 26. In the early days I was mainly interested in British cars, but that has now broadened to US, European and Japanese. I first became interested in Mustangs about 30 years ago, but could never afford one at that stage, but as time went on, just over 10 years ago, I decided to do something about it so the '67 was purchased. Since then, I have owned four Mustangs and I also have a Mercury Cougar XR7 (same running gear as a Mach 1).

What are your outside interests?

My outside interests are mainly car and transport related. I am Branch Secretary of our local Vintage Car Club, a member of the Geraldine Vintage Car and Machinery Club and a member of a couple of other car clubs. I am Chairman of the Dennis TTL Group, a small group of shareholders who own a 1953 Dennis Metz 100 ft Turntable Ladder fire appliance – one of only 2 left in the world. This is in full working order and we use it regularly in displays and demonstrations. We also do quite a bit of international travel (not this year), especially to the US for road trips and shows. We have driven Route 66 twice, and attended car shows such as Hot August Nights and Bonneville Speed Week. I also have two vintage tractors.

If you were the CMOC President, what you prioritise? What would you do differently?

Personally, I like the variety of events that the club currently organises. There is a good balance of social, runs and shows. Although the fancy dress events are not to our particular taste, they always turn out to be a lot of fun. My main likes are runs and displays/shows as I enjoy wandering around these taking my time and looking at the variety of Mustangs in attendance – they are all different in their own way. When there is a large gathering of Mustangs in one place they do attract attention, hopefully in a good way.





You've just won Lotto! What's the one Mustang you'd buy? Why that particular one?

I would add a 1969 Mach 1 to my collection –preferably in blue. I just love the shape before the roof got too low in the later models. Also it still had the tri bar tail lights that Mustangs should have.

Your favourite road for a pony run?

We are blessed in the South Island in having lots of great roads to drive. My favourite is the road between Cromwell and Alexandra. Long sweeping bends, well cambered with great views. My second favourite is the coast road between Westport and Greymouth. Not too busy and again, great views.

Top 5 road songs?

Mustang Sally (of course), Take it Easy (Route 66) and anything by the Dixie Chicks.

When did you join CMOC? Why?

I joined because I wanted to enjoy the company of other Mustang enthusiasts. I can talk Mustang all day long and I really enjoy chatting to other owners and looking at their cars and the detail of what they have done to them. Groups of Mustangs together are impressive.

Any lockdown stories?

During lockdown, I washed and polished all of my cars and also our neighbours – 30 in total! So much so, that I had to go to the physio once we got to Level 2 as I now have some OOS in my right elbow – silly me. Also caught up with all the jobs around the property, pulling out fences and fence posts, cleaning up around our water race which we had neglected for 10 years. Also lots of tinkering with the cars.

Burble? Retain mail out printed copy, or read on line?

Print copy. I know that it is old fashioned to have print nowadays and I do get a few electronic magazines from other clubs, but there is nothing better than a high quality magazine to hold and flick through. It is not just the same electronically. I have especially been reminded of this as with the current situation, a couple of my English magazines that I subscribe to have been available electronically – it really isn't the same.

Thanks Colin!

Photo by Dean MacKenzie

Further to our story on the Canterbury All Ford Day 2020, we just had to find a space to include this expanded pic, of Rusty Skirton's gorgeous 1926 T with period 'custom caravan', winner of the Best Presented Cup. Yes, it's not a Mustang, but it deserves recognition and applause as a tribute to Rusty's passion for the Ford brand. It's the same passion that drives us all!



Photo credit: Andrew Lange



♪♪♪ Ride Sally, Ride ♪♪♪

Mustang and music are synonymous, in terms of both the fun-loving spirit of Mustang owners, and the direct associations in the titles and lyrics of so many songs. And one, legendary song jumps to mind for all of us!

'Mustang Sally' wasn't originally conceived as a Mustang song. R&B singer and writer Mack Rice (later he called himself Sir Mack Rice) had cut his teeth musically playing the Detroit area in a local band ironically named 'The Falcons' in the late '50's and early '60's. In early 1965, Mack was visiting friend and singer Della Reese, who was considering buying a Lincoln Continental for her boyfriend and drummer Calvin Shields. Mack and others who were sitting around that day thought it was a big joke...why such a big car, Calvin said he'd prefer a Mustang, and more. The teasing continued, and it prompted Rice to say, 'there's an idea for a song in all of this' but reversing the roles to be about a woman and her new car.

Mack played around with a chorus line from a children's game song 'Little Sally Walker', which used the words 'ride, Sally, ride, wipe your weepin' eyes', and at the same time saw a billboard for the sporty Mustang, convincing him that the Mustang was the right choice for the song, resulting in a working title of 'Mustang Mama'.

And that is what it might have been, until Mack and Della were visiting with friend (and R&B legend-to-be) Aretha Franklin, to lay down some keyboard background for the song. It was in this session that Aretha herself suggested that 'Mustang Sally' be the title, tying into the lyrics Mack had already settled on.

And the rest is history.....although Mack Rice had no idea it would be so big.

Mack Rice released Mustang Sally as a solo single in 1965, reaching number 15 on the Billboard R&B charts. Mustang Sally was covered by The Young Rascals as the B side on their hit 'Good Lovin', and then Wilson Pickett made it a big hit in 1966. Irish soul band the Commitments featured the Mustang Sally in their self-titled film. Other films that used the song include Road House, Miss Congeniality (a new version by Los Lobos), Bandits (2001), and PS I Love You. TV shows that have used Mustang Sally include The Wonder Years, Miami Vice and My Name is Earl.

So, the next time you're on the dance floor, and the band is playing the first chords, you'll know more that you ever expected about 'our song'!

Credits: Compiled by Editor from various internet sources



Other Mustang music to check out.... some of them are really good!

Wild, Wild Mustang	Dick Dale	1964
My Mustang Ford	Chuck Berry	1965
Run Little Mustang	The Zip Codes	1964
'65 Mustang	Five for Fighting	2006
Old Mustang	Johnny Rowlett	2015
Shelby GT 356	The Chesterfield Kings	
Rollin' in my 5.0	Vanilla Ice	1991
My Ole Mustang	Brent Gafford	2015
Move Out Little Mustang	Jan and Dean	1964
Move Out Little Mustang	The Fantastic Baggys	2000

You Can't Tie a Mustang Down	The Monkees	1967
Mustang Kids	Zella Day	2015
Go Mustang	The Trip Tides	1965
First Gear	The Rapture	2006
Go Mustang	The Neanderthals	2002
Mustang Love	Don Yazell	
Little GT	The Seatbelts	2003
Like a Five-0	Ooh Boi	2011
Daddy's Mustang	Laurel Taylor	2013
Doing the Mustang	Don Bryant	2000



Miscellaneous contributions from our incognito Mustang fan and roving reporter

I guess we all know the definition of a Barn find a desirable or collectible car that has been left and forgotten or abandoned , waiting to be discovered.

This rare 1966 Shelby GT350-H, one of the 936 Rent-A-Racer cars produced by Shelby America for Hertz that you could hire in 1966 for \$19.95 a day, was left in a backyard in Ohio for nearly 40 years. A local school teacher bought this car from Hertz when it was about a year old and drove it until she parked it in her back yard, where it gradually sunk into the mud. Although the car is in a sad state her son has decided to have the car restored to its former glory.

If only I had something like that lurking in my back yard!

For more info and pics: <https://www.hotrod.com/articles/backyard-barn-find-1966-shelby-g-t-350-h-hertz-rental-car-parked-since-1981/>



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LAND DEVELOPMENT SPECIALISTS

We are proud to support the Canterbury Mustang Owners Club





Meet Larry Connor and Lyn Fitzsimon

What Mustang do you own?

2007 GT

Have you owned any other Mustangs? Which is the favourite? What makes it special?

We have previously owned a 1966 Black Notch-back which was definitely Lyns favourite but the comforts of the GT are favourable. The springs have been lowered and added new wheels and tyres on the GT. There's no better sound than listening to the roar of a V8 rumble.

When did you first become interested in Mustangs? Why?

It has been Larrys' lifetime dream to own a Mustang the reason being from younger memories of watching Mustangs race at Ruapuna. Paul Fahey and the PDL racing Mustangs



What are you outside interests?

Rugby, Golf, (Shopping – Lyn), spending quality time with our Children and Grandchildren

If either of you were CMOC President, what would you prioritise? What would you do differently?

We are more than happy with the way things are run and organised

You've just won Lotto! What's the one particular Mustang you would buy and add to your garage? Why that model?

Lyn would like the latest convertible! Just cos!!

Larry would like a 66 or 67 fully restored fastback because he likes that era

What's your favourite road for a pony run?

The coast road from Greymouth to Westport on a nice day and also from Fairlie through to Cromwell and beyond

What are your top 5 "road songs"?

Anything from Alan Parsons Project. Lyn likes anything from The Eagles and anything 80's.

When did you join CMOC? Why, or what prompted you?

We joined in 2013 after purchasing our first car. The reason being was to meet new people and with the hope of forming new friendships in which we have.

Any lockdown stories?

Our Mustang was washed and detailed once. No books read. Larry painted everything that didn't move and Lyn worked through

Burble? retain as a mailed out printed copy, or read on line?

Read on line is more economic for the club

Thanks Lyn and Larry!



Update: Ford National Mustang Convention 2020

It feels like a lifetime since the last update in the February Burble, in terms of both the lockdown and associated effects that we have all been through, and the fact that so much of our Convention planning has been turned upside down!

Whilst the Te Pae situation has been well publicised, I think it's worth sharing a couple of "inside points". As of March 23, a week or so before the Government even raised the idea of a Level 4 with them "gossip" regarding possible delays, and were completely reassured that the project tim- ing would be achieved, and that action plans were in place to en- sure it. A ribbon cutting open- gings was even mentioned for mid September. The four week lock- down, and the associated effects of a prolonged re- start, put paid to all that. Through all of this Te Pae man- agement were, and continue to be, ex- tremely supportive and enthusiastic re- to secure the Horncas- they took the lead tle and Wigram venues with VBase on our be- half.

**News flash as we go to print!
Level 1 details announced, includ-
ing no restrictions on gatherings
and events! All indications are
that our Convention is on! More
details to follow.**

Whilst we're presently in a "holding pattern", we remain positive and energetic towards running a great Christchurch Convention; all we need is some level of clarity (and certainty) around the issues of event attendance and size of gatherings. We believe that the public Mus- tang car show and an appropriate gala awards dinner are critical elements of our plans, and the expec- tations of attendees.

Based on the Government's latest statements (as of May 25), we've agreed that June 22 (when Govt will advise indicative Level 1 conditions and timing) is the critical gateway for us. Whilst this date is later than we would have liked (it really compresses the time available for all the final detailed planning), we're absolutely confident that we can do it, and that we have the resources and experience within our club to call on as we ramp up, as soon as we have the news we require. Vbase understand our position, and are as keen as we are to make it happen. We all know that the Convention itself fits perfectly into the national strategies of supporting local businesses and encouraging domestic tourism.

In behind all of this, we are buoyed by the fact that we presently have 156 pre-registered attendees (we have had only 1 cancellation to date), and we have the support of a great group of wonderful sponsors.

We'll keep all members updated, with a further note in the week of June 22 (or sooner we hope), and in general discussion at the AGM on July 4 (provisional at the time of writing).

Best regards

Garry



Flashback to the Mustang Convention Show at Horncastle Arena 2008.



The Birth of the Legend

(This is an expanded version of the story that featured on the CMOC website and Facebook page on April 17)

1964. The Beatles made their first appearance on the Ed Sullivan Show. Cassius Clay adopted a new faith, and changed his name to Muhammad Ali. Dr Martin Luther King won the Nobel Peace Prize, in America the Civil Rights Act was passed and in South Africa Nelson Mandela was sentenced to life imprisonment. The US Government issued the first warning that smoking could be dangerous to health. And a new automotive legend was born.

The Ford Mustang launch on Friday April 17 1964 would turn out to be so much more significant than just another new car introduction, for the way in which it was done, its immediate impact on the market, and the enduring influence and recognition that it continues to have to this day.

The story of Mustang's development as a new, trend setting stylish and sporty two door model with distinctive performance cues at a very affordable price has been told many times, and is well known by all Mustang owners and fans. Perhaps less well appreciated is the story of how the new Mustang was so successfully launched, and how April 17 1964 was planned, as the day that America (and by extension, the world) woke up to the sensational new Ford Mustang.

The launch was carefully crafted by the Ford marketing execs, in the same way that the product engineering team had developed the car itself. With almost military precision, the strategy was one of a carefully planned advance campaign to tease the public and build awareness that something big was coming, and then....wham!!

News paper ads (without details) ran from April 2, previewing the Mustang pony logo and "big news coming April 17". These ads ramped up progressively as they got closer.

THE NEW YORK TIMES THURSDAY APRIL 16 1964

The Unexpected ... here today!

New Ford Mustang—\$2368*^{fab.} Detroit (and we're not fooling!)

This is the car you never expected from Detroit. Mustang is so distinctively beautiful, it has received the Tiffany Award for Excellence in American Design, the first automobile ever to be so honored by Tiffany & Co. Mustang brings you the look, the fire and the flavor of the great European road cars. Yet Mustang is as American as its name—as practical as its price—just \$2368*^{fab.} Detroit. That is the suggested small price for a completely equipped standard Mustang Hardtop (shown above).

Mustang's L.A. Diesel includes luxury features either not available or available only at extra cost in other models of cars.

- Deep front bucket seats
- Padded instrument panel
- Full wheel covers
- Color-keyed all-steel trim
- Color-keyed wall-to-wall carpeting

Mustang's L.A. Diesel also includes these features:

- 100-hp. V-8 engine
- 2-speed overdrive
- Chrome light
- Chrome fuel light
- 2-spoke steering wheel
- 2-spoke horn
- 2-spoke wheel

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- 2-speed overdrive
- Chrome light
- Chrome fuel light
- 2-spoke steering wheel
- 2-spoke horn
- 2-spoke wheel

FOR AN AUTHENTIC GALLOP!
Mustang's L.A. Diesel is the suggested retail price. Excludes charge from Detroit, options, tax and local costs, and fees. *MSRP, not taxes. *MSRP shown above is \$2368.

TRY TOTAL PERFORMANCE FOR A CHANGE!
FORD
Mustang—Your Future. Ford—Your Future.

Mustang was designed by you!

- You can make the trip to school or the supermarket in a breeze
- 100-hp. V-8
- 2-speed overdrive
- Chrome light
- Chrome fuel light
- 2-spoke steering wheel
- 2-spoke horn
- 2-spoke wheel

You can make your way through any traffic jam with ease!

- Full-length console
- Instrument cluster
- Padded seat
- Wheel cover
- Wheel cover
- Wheel cover
- Wheel cover

You can have the ultimate in safety!

- 100-hp. V-8
- 2-speed overdrive
- Chrome light
- Chrome fuel light
- 2-spoke steering wheel
- 2-spoke horn
- 2-spoke wheel

New Ford Mustang \$2368*^{fab.} Detroit

Every Mustang includes these luxury features...
 • 100-hp. V-8 engine
 • 2-speed overdrive
 • Chrome light
 • Chrome fuel light
 • 2-spoke steering wheel
 • 2-spoke horn
 • 2-spoke wheel

TRY TOTAL PERFORMANCE FOR A CHANGE!
FORD
Mustang—Your Future. Ford—Your Future.

On Monday April 13, four days before public introduction, Ford hosted 150 journalists at the New York World's Fair. After a tour of the Ford Pavilion, and a presentation by Lee Iacocca of the new Mustang that they would see on the 17th for the first time, the journalists adjourned to the special lunch, to be surprised when they were handed the keys to 75 Mustangs, for a drive back to Detroit. What a way to get great stories, hot off the press in time for Friday's launch!

The full frontal assault occurred on the weekend commencing Friday April 17, designed to reach and positively impact everyone, whether an immediate new car buyer, those with a casual interest, whether a Ford fan or not, and everyone else too!

It kicked off Thursday evening April 16, when Ford blitzed the nation with saturation, full length, full reveal "infomercials" simultaneously on every major US TV network at 9.30pm, watched by 29 million viewers.

And as America awoke on April 17, the doors opened in every Ford dealership (with large crowds waiting) to showcase the all new Mustang. Plus there were Mustangs in every other location where people would see the new Mustang, no matter what else they were doing.... displays in airports, banks, shopping centres, hotels and more.



Every advertisement, and every poster featured the same imagery, carefully selected to emphasise Mustang’s long bonnet/short boot sporty styling. A side profile of a fully optioned Mustang notchback, Wimbledon white, and heavy emphasis on the starting price, \$2368. (Interestingly, the actual sale price averaged \$3000, reflecting the willingness to buyers to “option up”).

The “marketing blitz” was completed with a wide range of other support actions, including high profile display at the New York World’s Trade Fair, initial media motoring reports from all the US automotive media following those earlier test drives, and more than 2600 advertisements and stories appearing in a wide variety of newspapers and magazines (many of them specifically placed in women’s sections and journals) between April 16 -19.

The success of the April 17 launch strategy even caught Ford by surprise. Mustang production had commenced six weeks earlier, and with a daily rate of approx 540 Mustangs, there were around 16000 Mustangs in dealer showrooms or in transit across the US. But the order count, as of the end of the weekend was 22000! (As a result, urgent decisions were taken to convert two additional assembly plants to Mustang production, coming on stream mid 1964.)

So, why is this story about April 17 1964, and subsequent National Mustang Day celebrations, important? It’s because even today the essential spirit that is central to the Mustang brand and legend, and which characterises Mustang owners and enthusiasts, date back directly and continuously to what happened that day. April 17 1964 was the day that Mustang captured the hearts of the public who saw the new car as something special, a car that reflected their desire for fun and style and performance, an affordable car that embodied a sense of freedom and achievement, and a car that brought people together. That’s very much what being a Mustang owner still means today, 56 years later.



Mustang—exciting new car from Ford Motor Company... show stopper at the World's Fair

No other car has ever been so widely advertised...
 When you drive a Mustang...
 Ford-built means better built.

Launch Snippets

From day one, new Mustang owners treated each other on the roads as traditional sports car drivers had done in earlier days, honking and waving, as if they alone understood a secret or had joined a special club.

In the days ahead of the April 17 launch, Ford received the exclusive Tiffany’s Gold Medal Award for “excellence in American design”, the first time the award was ever bestowed upon a vehicle.

Credits: Story compiled from various Ford historical reference books. Photos similarly sourced from archive sources.

In early 1965, an organisation called the National Council of Mustang Owners sprung up, and when they held their first Rally Day USA on April 16 1965, a year after the launch, more than 12500 Mustangs and owners representing 250 Mustang clubs turned up!

The all new Mustang was selected as the official pace car for the Indianapolis 500 on May 31, 1964. 37 Wimbledon White D-Code convertibles were prepared for the month-long activity at the track, including four K-Code 289 Hi-Po convertibles for parade laps and other higher speed duties. A further 105 Notchbacks were built with Indy pace car graphics for dealers with the top Mustang sales people.



Coming Events

(“fingers crossed!”)

At the time of writing, we are still in Level 2, and awaiting further information regarding Level 1 timing and conditions. The event schedule below is the plan that the CMOC Committee is working to. Please regard the information as provisional, and watch for emails and the CMOC Facebook page for confirmations and further information.

June 21	Social get-together pony run, Cheviot
July 4	CMOC AGM, Papanui Club. Preceded by a brief pony run.
July 19	Mid Canterbury pony run, Methven location
August 16	Annual Mystery Run, North Canterbury
September 16-20	Kaikoura Hop (not a CMOC event)
September 27	Pony Run, details TBD
October 23-26	Ford National Mustang Convention, Christchurch
November 3	USA Day, Woodend (not a CMOC event, but we have an organised presence)
November 23	Selwyn Motorfest, Rolleston (not a CMOC event, but we have an organised presence)
December 5	CMOC Christmas Lunch (venue TBD)
January 10	New Year pony run and picnic
February 21	Canterbury All Ford Day

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Parting Shots:

From the archive files on the Burble laptop, a pic from a car show in Timaru in 1990. The feature car is the '64 1/2 Notchback of CMOC life members Ray and Gail Spencer, and it shows their early form as the masters of presentation and display!

And finishing this issue of Burble where we started, with the Fox bodies 4 Foxes on display at the 1993 National Mustang Convention held in Christchurch. Pics from the CMOC archives



Submissions

Members are encouraged to submit articles, stories and pics for Burble. Email them to cmocmageditor@gmail.com. The Editor reserves all rights. All comments also welcome!

Disclaimer

Comments expressed in Burble are those of the Editor or contributors, and not necessarily CMOC. Credits for information and photo sources are noted as applicable.

Thanks

Thanks to those who have contributed to this issue, and thanks to you for reading. Please send feedback to cmocmageditor@gmail.com. For further CMOC information go to www.canterburymustang.org.nz, including contact details for CMOC committee members.

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