



# ***Burble***

*The magazine of the Canterbury Mustang Owners Club*

*April 2022*



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## *President's Patter*

## *.... and Editor's Notes*

Hi everyone, and welcome to Burble for April 2022.

As I said in the opening words in last December's issue, Covid 19 issues were then heavily influencing our CMOC planning and activities, and unfortunately as I write this in late March it's still very much the case. It really has dominated every aspect of our club's activities for nearly six months now, whether that be the cancellation of planned events, restrictions on events to comply with 100 person limits, vaccine mandates, cancellation of other traditional events whereby we interacted and enjoyed the hospitality of other organisers beyond just Mustangs, the understandable reluctance of some of members to get involved in social activities, and all the other ways that covid has influenced our lives.

However in making these comments, I also want to compliment and sincerely acknowledge the great work of our Club Captain Dennis O'Brien (and his wife Viv), and our entire wonderful Committee for the efforts they have gone to come up with event ideas, and then find the energy and the ways to make them happen over recent weeks. The stories of these events, and the interaction of the members who enjoyed them, make great reading in this issue of Burble.

Who knows what the covid outlook is for the months ahead, but one of my personal hopes is that the Taranaki Mustang Owners Club have the required good fortune to pull off this year's national Mustang Convention in New Plymouth in October. With this in mind, and the great historical significance of the Taranaki club itself, I've put together a bit of a story which I hope you find of interest later in this Burble.

And now to a few difficult words that I need to share, preparing this Burble with a very heavy heart following Loretta's passing in late January. Just as each and every Burble taps in deeply to all of my knowledge, enthusiasm and interests in everything Mustang, so did Loretta's unwavering support and involvement in every aspect of our great Canterbury Mustang Owners Club, and especially as my soulmate in my recent years as President. And she didn't hang back with her ideas and efforts about how things could be done, whether that was the lead organiser for our Club Christmas Lunches since Hanmer Springs in 2016, to her enjoyment of many a party evening at Mainland Musters and Conventions (especially if fancy dress was involved)

But for Loretta Mustangs weren't just a social occasion .... she was a Mustang car fan through and through, from the oldest to the newer (although she was pretty passionate about left hand drive!). She found the "ebay / buy the actual Mustang you really want" experience fascinating when I introduced her to a rare Dan Gurney edition in the US when surfing the net on holiday in January 2012. And she didn't hesitate to repeat the process herself

once she fell in love with a yellow 06 convertible at the 2018 Convention in Napier .... nothing less than a yellow Saleen would do. Guess who found it in Seattle?! For all of you who knew Loretta well, you'll know just how deep her love of Mustangs was, and her yellow Saleen in particular. She loved the fact that her health was strong enough to drive it to Oamaru last May for the 2021 Mainland Muster, and prior, her determination to be the first registration for the 2020 Convention in Christchurch, and her idea of getting kids to sit in it and have their photo taken for charity.

For Loretta especially, and me, the pinnacle of all this was the recognition (and total surprise) being awarded CMOC Life Membership at last year's Club AGM. Truly overwhelming, and her life membership label badge sits pride of place on the centre console of her Mustang!

As you can see in the heading above, I cannot separate (at least for this April issue) the two roles that I normally keep separate - CMOC President, and Burble Editor. Loretta is very much part of this issue, in my heart and my thoughts, even though this time she won't be with me as a thought starter on story ideas, proof reading (and correcting) my drafts, helping the graphic design and layout, and very much the "distribution specialist", helping with address labels, stuffing envelopes, sticking down the flaps, and carefully affixing every expensive NZ Post stamp!

As I close, special and heartfelt thanks to those CMOC members who were able to attend Loretta's (Covid restricted) farewell, and especially to Shelley (accompanied by the supporting partners) who made a beautiful and touching CMOC presentation at Loretta's funeral service. Thanks also to you all for your messages.

Farewell my darling xxx

**Garry Jackson**

**President (and Burble Editor)**

**Canterbury Mustang Owners Club Inc**





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## Words from our Club Captain, Dennis O'Brien

Hello everyone

**Fuel and Real Estate** have much in common. They are both expensive and will never be cheaper than they are today, so here are some non p.c. suggestions on how to survive.

Buy a Mustang. Like real estate they only go up in value and there is a limited supply. Buy the best you can, or if you are an investor buy two. Avoid cheap Japanese cars, they are appliances and only depreciate.

Sell your house and move to where fuel is cheapest and there is no regional fuel tax. "Stream Boundary" was a popular real estate term before liquefaction. "Low fuel cost area" could be the new real estate buzz words.

Use as much electricity at home as you can. We only generate so much and if it runs out the electric cars will be flat and you can charge their owners for a ride in your Mustang.

Use your Mustang as much as possible. The fuel and freedom we enjoy now will be regarded as the "Golden Era of Motoring" in the future. You will be so glad you did.

Always fill the tank. You never have to plug it in and there is no "range anxiety".

Slipstream something big and fast before you overtake it. Racing car drivers do this all the time. A Tesla or Dodge Hellcat will do. Don't bother with a Toyota Prius, Aqua, Suzuki Swift or Nissan Leaf. They are too slow and don't make a big enough hole in the air.

Send your children or grandkids to their friends for a meal and use the food money saved to buy more fuel.

### **Our club has heaps going on and lots coming up.**

The lucky ones of us have just returned from "The Top of the South" road trip and it was a blast with lots of laughs, great people, beautiful scenery, more food and wine than we needed plus hilarious bedtime stories with a nightcap or two.

Major events coming up include the Easter trip to the West Coast, our AGM on 28<sup>th</sup> May, the Southern Muster at Cromwell, June 17-19 and the Ruapuna Track Day on June 26<sup>th</sup>. There are also club social nights, day trips and other events planned for the upcoming months. Keep an eye on your inboxes for the most up to date info as the list of coming events in this Burble may change due to unforeseen circumstances.

Come along and enjoy. You will be glad you did.

Dennis O'Brien



**President's footnote: It's appropriate to record here my personal thanks, and appreciation from all CMOC members, to Dennis and Viv for their effort in planning and delivering events and activities throughout this Covid affected period. The fact that this Burble has writeups of 6 events since January (plus there are the monthly social club nights) is testimony to their personal efforts. Wonderful!**

### **CMOC Branded Clothing Update**

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**Jackets               \$90**

**Windscreen Sash   \$15**



## CMOC Memorial Run, Sunday February 20

In an earlier review of CMOC records as part of compiling our 40 year history story, we became aware of an earlier tradition of an annual event called the CMOC Memorial Run, to remember and acknowledge the contribution of CMOC members who had sadly passed away in the years prior. In late 2021 our Committee picked up on this idea, and its importance, and integrated it into our 2022 planning.

Sunday February 20, dawned clear and dry, and our Memorial Run took place, well organised by Ray Eade. Approx 40 Mustangs met at NPD at Templeton, journeyed around the SW of Islington, picked up the Old West Coast Road to Sheffield, through Waimak Gorge and a coffee break in a very busy Sunday morning in Oxford (do you know how many classic cars of all makes appear on Oxford's main street on a Sunday?!)

From there, the great driving road via Ashley Gorge, Glentui and Loburn to the outskirts of Rangiora, turn left via Sefton and a controlled drive-past of the Balcairn Cemetery to the Leithfield Beach Domain. We all parked up in a lovely park-like picnic setting, and everyone mixed and mingled, admired each other's cars, met new friends, and the many family dogs made the most of the outing!

New members were greeted by existing members, and made to feel welcome. A Mustang that caught a lot of eyes was the gorgeous carbonized grey 2021 RTR with standout orange striping and personalised plate, owned by AJ Sidhu. Stunning.

Club Captain Dennis O'Brien called us together for a few special words, and thoughts and prayers for CMOC members over recent year no longer with us, including Dawn Pellet, Gordon Robinson, Ashely McClure, Tom Cloudesley, Graeme Chisnall, and Loretta Jackson. New member Garry Higgs gave us all a beautiful and touching rendition of Amazing Grace on the pipes.

Thanks to Ray and Dennis for this special event, which we hope will become a permanent annual fixture.

Ray van Hameldveld, CMOC VP





## More Memorial Run photos

Further to the story on the preceding page, and our bearded piper, it was great to meet “new” member Garry Higgs, proud owner of his 2016 GT. It’s especially notable that Garry was in fact one of the original CMOC members, being part of the founding group alongside Allan Green, Warren Bruce, Doug Parker, Roy McRobie and Barry Fairbrass and others who met up at pub nights in 1980, and that evolved into CMOC in early 1981!





## Warm welcome to our new CMOC members!

James Simpson and Adrienne Duncan	2008 Silver/Blue stripes Shelby GT500KR
Terry and Carrol Stretch	2018 Red GT Convertible
Christian Carter	2016 Lightning Blue GT
Gareth Charles	1966 Bare metal Fastback
Rob and Trish Martin	2007 Black Mustang
Dave and Janene Meikle	2001 Silver GT Coupe
Trevor Whiting	2002 Red Mustang
Nathan and Renee Radcliffe	2006 Black GT
Ajit (AJ) and Swazi Sidhu	2021 Carbonized Gray RTR Spec 1 5.0 V8 10 spd
Scott Rogers	2002 Mustang
Gary Neill	2019 Orange Fury GT
Travis Hamilton	2017 Ruby Fastback
Ken and Rachel Pointon	2007 Grabber Orange GT Convertible
Brent Brown	2020 Black GT Fastback
John and Chelsea Harkin	2010 Grabber Blue 427R Roush Stage 3
Michael and Dallas Hoskin	2016 Magnetic GT
Ross Kay	2018 Red GT

***A very warm welcome to you all, and looking forward to meeting soon, catching up, and sharing stories!***

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## The Patrick Forde Story

.... by Patrick Forde!

Over the years reading our great Club Magazine Burble I've often read with envy about some of those "grew up with fuel in the blood" types stories. As a youngster I was none of that. No knowledge of a Carroll Shelby or a Ken Miles. It was all Richard Hadlee and John Kirwan posters on my room wall. However my first two cars were Fords so I guess there was a little potential there.

In mid 2013 with our daughter being just a few months old and not wanting her to have childhood memories of malls and ipads, I got to thinking of a family hobby. Thoughts of caravanning came and went, and then one evening in September our lives changed. While watching a NZ made television series a particular episode featured a family from the Taranaki that owned a classic Mustang. They raved about how much fun and full their weekends were in also joining alongside fellow Mustang enthusiasts. Well, this sent my brain into hyperdrive. I excitedly mentioned this to my dear wife Grace but was quickly knocked back a little.

I wasn't going to let a wee knock stop me though. As the days, weeks and months went by I spoke to people, read books and watched a lot of footage regarding Mustangs. After a year or so Grace was now slightly warming to the idea of this Mustang idea. In October 2014 we attended the Grand Show of the Mustang Convention. This was a great day with cars parked in perfect symmetry as well as the great chronological layout which meant for a wonderful Mustang history lesson for a novice like me. By this stage I was in a real frenzied state of excitement of what might be for us. Come February of 2015 I purchased our 2005 GT Coupe and simultaneously applied our family for membership to the CMOC. I emphasise "I" because Grace didn't know any of this (and that's another story for another day).



While we now had a Ford Mustang in the garage and had joined a new club, it's fair to say it was a lonely few weeks for me and the Mustang. As the weeks and months passed by we did realise that we/I had made a good choice in purchasing and joining CMOC. However as the years have gone by we've all realised just how life-changing the car but more particular the CMOC has been. It's probably impossible to put into words what the Club has done for us and the joy we've had.

As time has gone by the opportunities that has come our way through owning one of the world most iconic motoring brands and being a member of the greatest of clubs has been amazing. To of had time on the Club's committee, being a regional rep and having the opportunity to even organise events has all been rather "pinch me" type stuff. While our household loves All Mustangs, we've certainly developed a soft spot for the classics. In August of 2020 we purchased a 1968 Notchback (a friend for our '05). Getting to meet club members is always great, especially new ones, one can almost see all that excitement ahead of them. Upon leaving each club outing we have a habit of saying "that was the best day", and quite true as our great Club does have a great knack of hitting a home run with every event/run it organises.

If I was to pick out a highlight it would be attending the 2020 National Mustang Convention in particular the Grand show on the Saturday. To be members this time around and to even have a car of our own outside was a feeling of "is this real". A highlight within the highlight though was certainly having some small role in giving children and not so young children the opportunity to be seated behind the wheel (and photographed) of 3 beautiful convertible Mustangs that the Club had set up. Spending the day rubbing shoulders with great life members of our Club, seeing the joy on the children's faces and their parents is something I'll never forget. During this day my mind drifted back to the 2014 Grand show, and wow what a journey it's been.



In closing Grace is now doing a little driving of our '05 Mustang and Nickola (8) is already talking of getting to drive the Mustangs when she gets her licence. I get the feeling I'm going to playing passenger a lot soon while seated next to a real "fuel in the blood" person. And that's fine by me.

Thankyou CMOC



## **CMOC's New Year Picnic 2022, & our Annual Awards**

Sunday January 9, 2022!

What away to start the day, sun out and no wind. It was an early start for me to Glentunnel, to unlock and set up the venue with Sam and Maria, and Glenn and Diane not far behind.

Thanks to Rick for taking charge of the actual run, around 40 Mustangs meeting up at the Air Force Museum at Wigram for their 1030 departure. Thanks also to Patrick Forde for coordinating the Mid Canterbury members who departed around the same time heading up through Rakaia Gorge and arriving at Glentunnel about 11 am, beating the Christchurch members by a good half hour as a few of the them members got lost!

Glenn and Jude did a good job checking vaccine passes, with Neville and Pete assigned to manage car parking so that it was a little more organised than previous years. Half an hour later they took charge of an incoming convoy of 78 Mustangs and had them sorted beautifully as the overhead drone pic shows!



Once every one settled in it was time to get under way with a couple off games. This is always a good laugh and every one was a winner. We had the lunch underway by 1pm, with service in Mustang model years from '64 1/2 to the 2020's. Sorry that some had a little wait! It was such a good lunch enjoyed by all, thanks to the SpitRoast Company. Once everyone had finished lunch, we moved on to the CMOC Annual Awards for 2021, which in normal circumstances would have been presented at the CMOC Christmas Lunch last December. Vice President Ray van Hamelsveld took the lead on the presentations, with Rick helping out. (See the following story for details).

After the Awards there was time for more catch ups and hospitality until around 3.30pm as the great line up of Mustangs started to depart, and it became time to pack up.

What a great day enjoyed by all! Many thanks all my helpers; big thanks to The SpitRoast Company, coffee from Caffeine Fix, Alex for volunteering his time for our sound system and speakers the Malvern Junior Cricket Club for the wonderful grounds and clubrooms, my wife Jude for all her running around for me to make this day so successful, Glenn for organising The SpitRoast Company, Sam and Maria for picking up all the CMOC equipment including gazebos, cones etc, and everyone else who contributed!

Cheers Mark Hanson





## CMOC's Annual Awards 2021

With the cancellation of last year's CMOC Christmas Lunch, we lost our usual opportunity for the presentation of our club's annual awards. It was an easy choice for us to substitute the New Year Picnic as an appropriate occasion, especially given the lovely surroundings of the Glentunnel Domain, and the great turnout we always have. Plus this year we had the added feature of the great spit-roast lunch that CMOC shouted, replacing our normal subsidy for the Christmas lunch.

Whilst a number of recipients weren't able to attend due to holiday commitments, CMOC Vice President Ray van Hamelsveld and long standing Committee member and life member Rick Paulsen did the honours with two of the special awards .....

### **Most Enthusiastic Member Award**

Our 2021 recipients are Thomas and Janette Chin, not only for their magnificent track record of attendance at our events and activities, but their willingness to roll up their sleeves and volunteer their help and assistance, in any way required. Well done, and thanks, Janette and Thomas!



### **Spirit of the Canterbury Mustang Owners Club Award & Trophy**

Now in its sixth year, this premier award and trophy recognises a number of factors, including enthusiasm, effort and hard work in support of our Club and our activities, positive attitude, involvement, and friendship and being connected to other members. For 2021, the Committee was unanimous and quick to agree that Patrick Forde and his family Grace and Nickola were the obvious choice recognising their constant efforts to support and reinforce CMOC in all ways in Mid Canterbury and beyond. Congratulations Patrick, Grace and Nickola!



*We plan to present the balance of the 2021 awards at the forthcoming AGM*

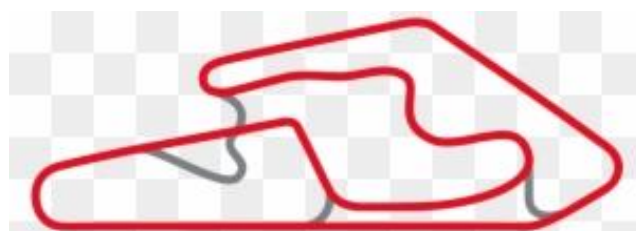
## CMOC Track Day, Ruapuna, Sunday June 26

Here's the confirmation news many CMOC members are waiting for ... the CMOC Ruapuna Track Day is all booked for Sunday June 26, again with the great services of Christchurch Track Days, and detailed communications will be commence soon.

The plan is very similar to prior occasions. Three overall groupings: "slower cruise" (controlled); "faster cruise" (controlled, but with more flexibility); "open" (no pace car control). Open sessions require helmets and single layer race overalls.

As well as multiple sessions of these categories, we will also run other special groupings, such as classic (pre '70), ladies only, and maybe first-time attendees. Across the day the intention is to ensure that everyone gets as many laps as they possibly can, leaving no one disappointed. Cost per car (could be two drivers) is expected to be around \$75, including a CMOC catered lunch similar to last year..... the best fun and value ever!

If you haven't done our Track Day before, it's a wonderful opportunity to really experience your Mustang in a controlled track environment, and to "practice" your best driving techniques, especially in areas such as cornering lines and apexing, trail braking, and smooth driving and car control, all of which benefits our normal open road motoring. Great fun, especially in our world where speed limits are being reduced more and more. Watch for further info and event reservation details.



**PS ... breaking newflash! We have secured the services of Paul Radisich, ex World Touring Car Champ and Ford performance specialist, as our guest, to provide one-on-one track tuition etc. Wow!! Another reason not to miss this great event. Mark your calendar now!**



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## *SM17 .... 30 owners have the Mustang that dreams are made of*

For all but 30 special Mustang customers, it might be fair to say that the special Scott McLoughlin limited edition Mustang, badged SM17, has been a little below the radar. First announced (or more accurately “hinted” or “teased”) by Ford NZ boss Simon Rutherford in his speech at the CMOC hosted 2020 National Mustang Convention, we previewed the SM17 and what we then knew about it in the December 2020 edition of Burble. The headline naturally focussed on the special Herrod developed 775 horsepower engine, using the latest turbo technologies from Ford Performance in the US, plus the host of special suspension and styling upgrades all signed off by Scott before he began his Indy Car career in Indy Cars in the US.

Ford NZ managed this program (capped at 30 vehicles to be built by Herrod in Australia in 2021) in a unique way, with limited marketing and with all enquiries and allocations, and actual importation arrangements, being handled by Christchurch’s Team Hutchinson Ford, in association with other local NZ Ford dealers as applicable.

Burble’s been updated on the program. All 30 SM17’s are totally committed, with 24 now delivered (approx half by THF, and the balance throughout NZ), and the last two vehicles are on the water now (covid and other issues affected the production rate in Australia). By all accounts the customers are raving about the SM17, especially the exceptional levels of performance, engineering and sophistication that the total package represents, and that fact that values seem to be appreciating already.

The initial promotion and marketing all featured a red SM17, but the Editor’s eye was recently caught by this particular SM17 in “Meteor”, in the new Team Hutchison Ford showroom, giving this particular Mustang SM17 a very classy and almost European look and feel.

We’re all allowed to dream, and it’s a 775hp dream at that!



*Great to see Scott’s success to date in the 2022 Indy Car Championship, leading the points with a win and a second after two races! Go Scott! Maybe the rumoured guest drive in a DJR Mustang at Bathurst might eventuate this year? That would be good to see!*



## Story of a Classic Racer ..... with a twist and relevance to every Mustang owner and enthusiast!

### **Burble Editor's introduction**

UK's Goodwood Revival every September is perhaps the worlds greatest annual classic and historic race meeting, and it's an event that blends the reality of today with seven decades of automotive history and racing folklore. Every year Goodwood attracts enthusiasts and fans from all over the world. Some are leading business people. Some are avid fans who just want to be part of the celebration. Some are active participants, either famous car owners, or racing drivers (or maybe both). In 2021, the subject of this story effectively falls into all three camps. It's Jim Farley, Global President and CEO of Ford Motor Company.

So the following interview covers a lot of ground, but naturally starts with talk of racing his GT40, but as it progresses, we all learn a lot more about what the future of Ford really looks like, from a true racer and performance fan (and the man who literally calls the shots for Ford and makes it happen!). Enjoy!

### **Goodwood.com Editor's chat with Jim Farley (reproduced in full, directly from Goodwood.com)**

For a man with billions of dollars and the stock values of the Blue Oval riding on his shoulders, he's as relaxed and chilled-out as they come, even down to his handshake. Someone at the top, with nothing to prove, only a job to do.

E: We're not here really to exclusively speak to Jim Farley, Ford CEO. We also want to hear from Jim Farley, racer and enthusiast. Let's not get straight into the corporate spiel...

JF: "Sounds good to me... You've got the wrong guy if you just want that."

( *On historic racing* )

E: So, what's it been like racing your GT40 at Goodwood? How long have you been racing?

JF: "It was a bit hectic actually. Because on the first flying lap, some people had an accident in front. I suddenly discovered liquid down so I spun. We went out again and I think I got three or four laps at good speed, so mid-pack.

"I really didn't have much money when I first started. I bought a Cobra about 25 years ago from a gentleman who was dying. I loved it because it was a Ken Miles Cobra that got crashed at Road America. I said I want to buy it, he said, 'I want you to have it but if you get it, you have to promise me you race it'. I'd never raced, never had any money. But I had training, I restored the car and I raced it, to live up to his ask."

"I raced the Cobra in America for ten years, very successfully. I loved the Cobra, but I wanted something safer. The GT40 was the dream Ford and you could put a full cage in it. That's when I put my eye out for one. I had to sell everything to buy one, everything I own. I had to do a lot of negotiation with my wife."

E: And now you've got the bug. What importance does racing hold for you now?

JF: "It was totally indirect but I think I'm addicted now. With my position, the racing is now more important. It's a way for me to completely detach from all the problems, anything with work. For those 20 minutes in the car, it's all gone. You can't think about anything else but the driving."

E: That's some escapism... Does it lend any perspective when it comes to the day job?

JF: "It keeps me grounded as a person and makes me a better leader. In racing, just as in business, you want to be nice and pleasant to everyone. Your team is more important than you. Everyone is important in racing and you'll never be successful if you're a jerk.

"On the track itself, competing, I have to make choices about aggression. It also teaches me to moderate my aggressiveness in business. Never lose your cool. Nothing good is gonna happen when you're racing a car if you lose your cool."

*Sideline note: when Farley was interviewed by Bill Ford and the Board for promotion to President and CEO, he said he'd only do it if he could continue his racing! True!*





( *On keeping cars passionate* )

E: Does that V8 howling away behind you make you think about what you want to instil in the cars of the future, someday somehow?

JF: "I think the most important thing is that cars are not refrigerators. They're passion projects. It helps me think about how do I restore and preserve the passion in our vehicles. As we're designing these electrified digital products, I don't want them to be generic and unmemorable. They can't be ugly little cars. I don't think Ford should make just any cars. Ford should make Mustangs, Broncos, Ranger Raptors. I don't want generic A-B products, like Toyota where I came from.

"I love Apple but these Apple phones, they're very much 'Prius' products. The apps and the content are important but it's not a passion product. Motorcars can't go the same way. Personal transportation is a very emotive thing."

E: A car is a very expensive thing. You get quite emotional before signing on the dotted line and spending that much money, one way or the other...

JF: "Exactly. Like a home, like a watch, very emotive things. Escort Mexico, RS, Mustang, Fiesta ST – I'm glad we make the Fiesta, just so we can make an RS or ST version."

( *On the future of the Mustang* )

E: All of the greatest Fords have that in common. That they're aspirational but also attainable, especially the Mustang. What does its future hold?

JF: "I think our decision to go to Mach E was very controversial from the traditional coupe customers but I have to say... the internal combustion Mustang was saved by that car, in terms of emissions requirements for the fleet. The best thing that happened to the V8 Mustang is the Mach E.

E: So the Mach E is a loophole car?!

JF: "Sort of... It allows us to make a passion product that's affordable, where others – Mercedes, BMW, Camaro in the US – are shrinking volume and going upmarket so much. Because emissions don't allow these cars at high volume.

"I wanted the best electric car with Mustang on it and I knew my team would make it handle right, drive right and have that Detroit swagger... but it means the coupe can continue. We'll have a really exciting execution with different variations for the next generation..."

E: Will that be a swan song for the Mustang?

JF: "The Mustang is the number one sports car in the world and will be so as long as I'm here..."

He pauses, chuckling to himself.

JF: "When we moved Mustang to Europe, there were three years where we outsold the 911 in Germany. When I got where I am, we said we need to be there, in Europe. We made a conscious design change, to make it more like a European sports coupe. We made many changes to globalise. So no, we're not backing off Mustang any time soon."

( *On Ford returning to Le Mans* )

E: As an enthusiast, that's reassuring to hear. So racing that GT40, does the thought ever creep, that Ford should be back, doing this again at the top level?

JF: "I see what you're asking... Yes. The answer is yes... but... The GT40 put Ford on the map for its reputation. It had the desired effect – to get Ford serious about performance. But the GT itself was a forbidden fruit vehicle. We never sold it. I don't like that. If you can't use the top tier of racing to solve a problem at the road level and if the customers don't see themselves in that car, you shouldn't do it, in my opinion.

"I guess what I'm saying is, would we like to go back to Le Mans? Yes. Would we do it at the prototype level? I don't think that's our style. We're not a company trying to prove something. I don't think we need that for Transit."

E: Well, there was the Supervan...

JF: "We had the Supervan..." he smirks, looks away for a moment and then back. "We're working on an excellent idea now. I'd love to race an electric Supervan up Pikes Peak. That'd be pretty cool. No market research would tell you to do that..."

( *On the cars he has* )

E: We like the sound of that. Okay, final question, what's in your own personal collection of cars?

JF: "As I've gotten later in life, I'm fortunate enough to have a few cool cars. My most important car is my Lancia Aurelia, that's a very important car. I have Mickey Thompson's Cobra and a Lola 298 Le Mans racer. I've got a 2021 850PS (625kW) GT500 and a 10,000rpm GT350R Mustang. There's a new Ford GT, in the same colours as and alongside my racer and a 1973 Bronco as my daily.



## Top of the South Mustang Run

It's wonderful escaping for a few days and having fun with friends, and a group of Club members did just that. We left Pegasus at a civilised hour and enjoyed the cruise to Kaikoura, stopping in Cheviot for brunch and met others who joined us there.

At Kaikoura we relaxed at the motels and strolled down the road towards town. A local boutique brewery 100 metres from the motel kidnapped many, making further travel unnecessary. We did make the walk to town and were revived with real fruit ice creams for the return journey. Surprisingly the others were still captive at the brewery so we joined them.

Dinner that night was a BBQ at the motels. Sam, John and Dave did the BBQ duties. The girls headed off in a Mustang for a quick supermarket run and we had a great night relaxing and swapping stories.

Brunch the next morning was at Bernie's Diner in Kaikoura, a '60's style diner with a car collection below. Many beautiful cars and a great collection of Edsel's including several rare models of which only a few hundred were ever produced were on display. We were very fortunate to then travel to the owner's home and view his private collection of cars in a huge shed with beautifully painted murals on the walls. I did ask him what was his favourite car. His answer: "the next one".

Dinner that night was at the Pier Hotel. Some walked, we drove. Great food. The restaurant would have been pretty quiet without us.

After two nights at Kaikoura we headed to Blenheim for the next two nights, stopping at the Kekerengu Cafe where others joined us. One person in our group has wanted to stop there before when travelling up and down the coast, but hubby Tom was never keen after just getting past all the trucks and slow traffic. It's a lovely spacious café with great views and definitely worth a visit. We then backtracked down the road a few hundred metres to an area on the coast where we parked up and Craig took some stunning aerial photos with his drone.

At Blenheim we checked into our motels before heading to our wine tasting at Hunters Wines. Beautiful wines, great weather and a selection of cheese and crackers to match. The big talk then was the fuel price increase, so we joined the queue and tanked up out of our pension money. Dinner that night was a local pub, walking distance down the road. Some headed off early, stopping for rehydration on the way.







## Top of the South Mustang Run ....continued

Back at the motels later it was more hilarious bed time stories and night caps in our unit which had more room and became party central.

In the morning we headed to Picton for brunch and then went back to Blenheim to The Wine Station which is in the old Railway Station. What a great set up. You get given a swipe card and can choose either a sample, half or full glass from any of the wines in the automatic dispensing machines. The food platters were good too. We were lucky as this was the last day they were open, going into hibernation over the winter. The lack of tourists has decimated many businesses, this being one of them. Many of the wineries have closed their wine tastings temporarily as if the wine tasting is on the winery grounds and they get a Covid case they would have to close the winery.

The rest of the afternoon was free, so I went to the Omaka Aviation Museum which has beautiful displays in two hangars.

Dinner that night was at the Mussel Pot Restaurant in Havelock. The food was fantastic and very appropriate as this trip was originally arranged to coincide with the Havelock Mussel and Seafood Festival.

Guess what? More bed time stories and night caps back at the motels.

The next morning about half the group headed back to Christchurch for work on Monday and the other half of us headed off to sunny Nelson for brunch at the Classic Car and Wearable Arts Museum. Peter Geddes had kindly arranged for Nelson members and Mustang enthusiasts to meet us at the museum. We had a great time meeting and chatting with them.

Dinner that night was at Mapua. The shops on the wharf have some of the best seafood and massive servings. The place was buzzing. We managed to do it justice. Peter and Dallas kindly invited us back to their new home in Redwood Valley, Richmond for tea and coffee afterwards.

The next morning we cruised home to Christchurch, happy and refreshed after five wonderful nights away. Thanks Ray Eade for being the inspiration behind this trip and thanks to all the members both old and new who joined us for a fabulous time.

Dennis O'Brien





## The Stig .... our anonymous auto reporter at large



### Great Kiwi drivers, Clever Thieves and the Ford Ecosport

Everyone in NZ loves **Scott McLaughlin**, our 28 year old “Give it the Jandal” driver who won the Supercars Driver’s Title in 2018, 2019 and 2020. The IndyCar Rookie of the Year title in 2021 and now is driving in the IndyCar Series for Team Penske Chevrolet. He won the first race at St Petersburg on Feb 27<sup>th</sup> and came second in the next race at Texas on Mar 20<sup>th</sup> after being passed by his team mate on the last corner. He is currently the points leader in the series. Wow!

**Liam Lawson**, aged 20 is another Kiwi going places. This year he is currently 2<sup>nd</sup> in the FIA Formula 2 Championship and test/reserve driver for the Formula 1 team Scuderia Alpha Tauri. He came 9<sup>th</sup> in the FIA 2021 Formula 2 Championship and 5<sup>th</sup> in the FIA 2020 Formula 3 Championship. He also came 2<sup>nd</sup> in the 2021 Deutsche Tourenwagen Masters, which is the premier German touring car championship. In NZ he won the Toyota Racing Series in 2019 and came 2<sup>nd</sup> in 2020.

**Louis Sharp**, aged 14 and from Christchurch is our latest Kiwi hero and has just secured a seat in the same Formula 2 team as Liam Lawson. In May when he turns 15 he will race in Formula 4 in the UK and is over there now. He started karting when he was 6 and has claimed multiple national titles. He started racing Formula Ford this season and has driven the fastest single seater in NZ, the Rodin FZed.

Both Liam and Louis are being backed by David Dicker, entrepreneur and owner of Rodin Cars in NZ. Rodin Cars’ intention is to build a car that is faster than the current Formula 1 cars.

Join the dots folks. These may be the Kiwi drivers that soon will win Formula 1 in a NZ designed and built Rodin car. We wish them every success on their way to the Formula 1 dream.



**Clever Thieves** have been stealing late model Ford F150 trucks with pushbutton start and proximity key fobs. One thief stands by the vehicle and another thief moves close to the owner’s house and uses an antenna/receiver to boost the signal from the proximity key fob in the house and make the truck think the owner is starting the truck.



They then put a device in the OBD2 port (Onboard Diagnostic Port) and trick the truck into thinking a new key is programmed for the vehicle and then they drive it away.

How do you prevent this happening? Park in a garage or well-lit area, install a car alarm or GPS tracking and keep the key fobs away from outside walls, As technology gets smarter so too do the hackers and thieves.

**The Ford Ecosport** light SUV was placed second in USA’s Consumer Report’s 10 Least Satisfying Car Survey. It scored poorly in virtually every measurable category including driving experience, comfort, value and styling.

Thankfully their production in India stops in May and NZ doesn’t get them anymore. Only Romania will make them now for the European market. Toyota’s C-HR took first place as the least satisfying car. Oh dear, still available new in NZ.

### **CMOC AGM Saturday May 28: Papanui Club, Sawyers Arms Road**

**The CMOC AGM is just a few weeks away, and despite what you might think, our AGM is a great social event, not to be missed. A free drink, free snacks, good discussion, involvement in what we are doing, and a great dinner with CMOC friends (nominal cost) at the Papanui Club’s wonderful restaurants.**

**No major CMOC business issues this year (I think!) What about putting yourself forward to join our Committee and get involved in running the club, or maybe stand for Secretary (Jill is stepping down)**

**Watch for further communications, including details of the brief pony run prior. But pencil the date, now!**

**Look forward to seeing you at the AGM!**

**Garry Jackson, President**



# Cromwell Poker Run

Cancelling the Cromwell Car Show didn't stop quite a number of us from heading down mid-January to enjoy Cromwell anyway.

We got a call inviting us to an event and dinner but the details were a mystery.

The next morning we met at Sally & Don Patterson's place and each couple were given \$3 million and could then gamble on red or black. We bet \$1 million and lost it – good start. Next we had to estimate the distance we would cover on the run. Tricky when you don't know where you are going.

We then headed off and enjoyed the fantastic back roads of the Otago Central Rail Trail, stopping at Auripo for morning tea and drew pieces of paper from a hat. There were fines or prizes for everything imaginable and your money increased or decreased rapidly. Our money increased.

Lunch was in Oturehau and we explored the historic store across the road that was a genuine time warp. More prizes and challenges.

The beautiful roads continued and we arrived at Becks Pub. They have rooms full of old china and artefacts which are for sale and great conversation pieces. More challenges and our funds went up and down.

The final stop was at Chatto Creek Hotel. These places are steeped in history and absolutely fascinating. Again our fortunes changed as the betting hotted up.

We headed back to Cromwell after a day of perfect weather, fun and laughter to get ready for dinner at the Heritage Lakes Resort.

The dinner was a great affair and a do or die effort to go big with the gambling or go bust. We did well on the distance travelled with our guess of 115km, coming second and increasing our funds a bit. On red or black we bet everything and went bust. Fortune comes to the brave, and those who gambled on numbers and suits and then double or nothing were the big winners.

Congratulations to Neville & Lesley, the winners with \$42 million. Second were Rob & Shelley with \$25 million and third were Tony & Sharon with \$17 million. If only it was REAL money!!!!

Thank you Sally and Don for inviting us and organising such a fantastic day.

Dennis O'Brien



"I think it is just terrible and disgusting how everyone has treated Lance Armstrong, especially after what he achieved, winning seven Tour de France races while on drugs. When I was on drugs, I couldn't even find my bike"....  
**Willie Nelson**





## The Saleen story that few know about

For those of you who keep an eagle eye on significant Ford performance cars, and the very rare 2005-06 Ford GT in particular, you might have seen photos of a locally owned Ford GT in Team Hutchinson Ford's brand new showroom very recently.....this sparked your Burble editor to research a special and not well known part of the GT story with strong Mustang connections. As you will see, the story focuses on Steve Saleen,



By the early 2000s, Steve Saleen's visionary successes had earned his company, Saleen Inc., a place among the world's top specialty-car manufacturers. The Saleen Mustang, introduced in 1984, had been embraced by Ford Motor Company as a top-of-the-line performance offering, sold at Ford dealerships with "Power in the Hands of the Few" marketing. Bolstered by an SCCA championship title in 1987, a SCCA Race Truck Challenge championship title in 1992 and more successes throughout the 1990s, Saleen sold many thousands of vehicles by the end of the century, including Saleen Mustangs plus a number of Saleen Rangers and Explorers. In the US Saleen was well recognised as a Ford associated performance partner, alongside Shelby and Roush.

But Saleen had another vision beyond Mustangs.

Realizing that his Mustang-based Saleen SR race car had reached the end of its development life, Saleen launched his most ambitious project yet – a two-seater S7 supercar as an American rival to Ferrari, Lamborghini, and other European supercars. Unlike the Mustangs that arrived at Saleen's California, facility as brand-new cars ready to be reborn as S281 Saleens, the S7 was created from scratch, including a honeycomb-reinforced space frame chassis, sleek aerodynamic body, and an entirely new, Saleen-developed 7.0-liter V8 engine. The project required specialized engineering and prototyping skills, forcing Saleen Inc. to reach beyond its American roots to contract chassis and suspension expertise in Great Britain. Steve Saleen also brought in Neil Hanneman, former Chrysler program manager for the Dodge Viper, as the S7's chief engineer.

With its development shrouded in secrecy, the S7's introduction at the 2000 Monterey Historics surprised both press and public. Created entirely by Saleen and built at Saleen's facility in California, the S7 boosted Saleen's reputation as a specialty automotive manufacturer. Production numbers were limited, leaving the S7 today as a very rare and collectible supercar. The S7 also had distinguished motorsport success in the early 2000's winning a number of endurance races and championships, including beating Ferrari on their home turf in Italy

Ford Motor Company also took notice of the Saleen S7 two-seat supercar because, deep within Ford's World Headquarters, top executives were concurrently eyeing the prospect of an all- new, mid-engine successor to the Ford GT40s that had famously beat Ferrari at Le Mans in the 1960s.





## *Saleen and the Ford GT .... continued*

In January 2002, the secret became reality at Detroit's North American International Auto Show when Ford Motor Company Chairman/CEO Bill Ford and VP of Design J. Mays revealed the Ford GT concept with the sleek silhouette of its 1960s' namesake. The car was well-received, setting off a frenzy of anticipation for a production version. And that was exactly what Ford had in mind as Saleen soon learned over the following days.

"By the time we got to the Friday night black-tie affair at the AutoShow" Saleen recalls, "a number of Ford executives were talking to me about getting involved to help make the production Ford GT a reality. They knew what we had done with the S7 and they felt that our expertise and OEM quality could help augment their time and budget constraints."

The time constraint, Saleen would eventually learn, was the goal of having three running Ford GTs – red, white, and blue – at the Ford Centennial Celebration in June 2003. That, Saleen realized, was just 17 months away.

Quickly, Steve Saleen found himself immersed in the project. One month after the Detroit introduction, in February 2002, Ford engineering, marketing, and design teams flew to Saleen's southern California facility for a month-long session to discuss the viability of bringing the Ford GT to life.

Shrouded in secrecy, Saleen prepared his second-floor conference room by changing door locks, covering the windows, and installing four temporary walls that would accommodate the entire business plan. During those four weeks, the Ford GT team sketched out the engineering and design parameters, cost evaluations, servicing requirements, dealer allotments, pricing structures, and even the exterior color choices. The following month, Chairman Bill Ford signed off on the business plan. The green light was on for production of the Ford GT.

Of the nearly 20 companies that were hand-picked to assist with the Ford GT, Saleen would come to play the most important role. Saleen signed two contracts – one for engineering support and the other for manufacturing and final assembly.

On the engineering side, Steve Saleen plucked Neil Hanneman out of his S7 responsibilities and relocated him to Dearborn for 24/7 immersion as chief engineer for the Ford GT project. As a Saleen employee contracted to Ford, Hanneman would oversee the Ford engineers and report directly to Steve Saleen and SVT chief John Coletti.



*Steve Saleen on the far right of the 5 man planning team*

However, even with his heavy involvement, Steve Saleen had no official title for the Ford GT project other than president/founder of Saleen Inc. Saleen describes it as a "gentleman's agreement," a promise to keep a low-profile within the Ford GT program to avoid any perception that it was Saleen-based and to keep everything all-Ford from a marketing viewpoint. While Saleen was included in group photos for in-house documentation, he was not seen in photos distributed to the outside world, leading to the misconception that he was not involved with the Ford GT.

"Obviously, I did a good job," he quips today about his behind-the-scenes involvement.

It was the second production contract that set the stage for the establishment of a specialty production operation in Troy, close to Ford's Detroit HQ. This became known as Saleen Special Vehicles, totally dedicated to the production of the Ford GT's. The set up included a state-of-the-art paint system to meet the Ford requirement for perfect mirror-like paint quality superior to other larger plants.

During the set up of SSV, Saleen's production team gained valuable experience with the new car by hand-building the first three Ford GTs for their debut at Ford's Centennial Celebration in June 2003. On cue, the red, white, and blue Ford GTs roared through the crowd at Ford World Headquarters on their way to a special reveal with former drivers Jackie Stewart and Dan Gurney, performance icon Carroll Shelby, and SVT's John Coletti. In the background, however, was Steve Saleen, standing by on active duty to make sure the three prototypes ran and performed flawlessly.

The design and development focused on an extremely strong extruded aluminium spaceframe chassis, following Saleen's experience with the S7. Powering the new GT was a mid-mounted supercharged, fuel-injected 32-valve 5.4-liter V8 engine assembled at Ford's Romeo, Michigan, facilities. Featuring lightweight alloy block-and-head architecture and competition-type dry sump lubrication, this potent mill was factory-rated at 550 brake horsepower.





Power was delivered by a 6-speed gearbox/rear transaxle from Ricardo, a company well experienced in motorsport transmissions.

Saleen contributed to the amazing 550 horsepower by introducing Ford to twin-screw supercharger technology, as used on Saleen Mustangs. Although Ford SVT was already utilizing an Eaton supercharger to generate 390 horsepower from the 5.4-liter V8 in the 2003 Mustang Cobra, Saleen's more efficient twin-screw supercharger offered more horsepower at lower boost levels, which contributed to enhanced durability. With OEM quality and service, the twin-screw supercharger proved a perfect fit for the Ford GT's power and torque goals.



With the Ford GT introduction formalities out of the way, attention turned to building the actual production cars. Eighty percent of each Ford GT build, including drivetrain installation and paint, was handled at SSV in Troy. However, because a Ford manufacturing label required final assembly at a Ford facility, the nearly complete vehicles were then shipped to Ford's Wixom Assembly Plant where an empty warehouse was put into service for final Ford GT assembly. There, Saleen workers, many of them hired from the United Auto Workers, completed the cars – adding oil and water, installing the seats, etc. – before checking for rattles and water leaks prior to moving to final sign-off, affixing the "Final Assembly Wixom" stickers, and shipping to dealers.



Over the next three years, Saleen Special Vehicles and Wixom final assembly churned out over 4,000 Ford GT's, from June 2004 through September 2006. Demand far outstripped supply, with early cars selling for substantial premiums over the basic manufacturer's suggested retail price, and their attraction as a collectible classic continues to increase.

Saleen's engineering and production contributions, albeit behind-the-scenes, were a major factor in turning a high performance low volume concept program to showroom reality in less than 17 months, an achievement beyond the Ford's high volume / mass production business model.

*Thanks to Team Hutchinson Ford, the local Ford GT owner, Ford Authority and Barrett Jackson for the Ford GT story, background and pics*

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## CMOC Groynes Outing



With Omicron knocking loudly at Canterbury's door, Sunday 30 January 2022 dawned a fine day for the Groynes run and picnic.

At 10.15 am around 28 cars departed the Papanui Club car park, led by Andy Wheatley. The route took the group out through Sumner, over Evans Pass Road and along the spectacular Sumner Road with beautiful views (for the passengers!) across Lyttelton Harbour. The return route was via the Lyttelton tunnel and across the city to the picnic venue at the Groynes.

By the time the group arrived at around 11.30 am, others who had not gone on the run had increased total numbers to around 40 cars. Seeing this number of Mustangs in one place at one time was, as always, a sight to behold with no two cars the same.

Over the next couple of hours attendees enjoyed a relaxed picnic atmosphere, seeking shade as temperatures rose towards the mid-20's.

Thanks to everyone who attended, for their understanding of the need for a few extra boxes to be ticked as a result of the "red light" Covid response status. It seemed that everyone was just happy the event had been able to go ahead at all. Thanks also to those who lent a hand on the day. Oh, and a big shout out to the weather gods for doing the right thing too.....

Neville Hyland & Andy Wheatley





## Meet NZ's oldest Mustang Club, Taranaki

With this year's National Mustang Convention being hosted by the Taranaki club in New Plymouth, readers and CMOC members might be interested in the story of the Taranaki Mustang Owners Club, and its history as NZ's oldest (ie the very first) Mustang club. It's also a club that has a proud record of hosting great Conventions, enjoyed by all attendees, so maybe this story might encourage a good number of CMOC members to make the trip when registrations open up soon.

The words below cover the period 1975 to October 1979 (CMOC hadn't even been thought of then!), and give an interesting picture of Mustang activity so many years ago (and the models that they had!). The story is an edited version of a comprehensive history document written in 1979 by founding member Roger Swetnam and his wife Glenda, and it can be found on the Taranaki page on NZMustang.com

### Formation of the first Mustang Club

About 10 Mustangs were galloping around Taranaki by the beginning of 1975. Although strangers at first, each one got to know at least 3 or 4 others, either by stopping on the road for a chat or calling on an owner out of the blue simply because he drove a Mustang. Introductions ran from "Giddy! What have you got under the lid?" to "That's a funny looking car you're driving". As a result of these periodic chats, it emerged that Patrick Schicker, Michael Walker and myself had each put forward at different times the suggestion that we should get all our cars together for a gathering.

The word went out and a gathering place was decided. Three cars from North Taranaki met three South Taranaki cars and escorted them to the meeting place.

As a result of this first rally, it was decided to meet again two weeks later. This was on Sunday May 11th 1975, and a club was formed - The Taranaki Mustang Club. I had the honour to be elected the first President, with Michael Walker Secretary/Treasurer. The caption in the Daily News photo of Monday May 12th was entitled:

"Expensive Line-up" and, "... the 1st Mustang Owners' Club in NZ. ...".

In these early days, the Mustangs owned included a '71 351 Boss, '72 Mach 1 351 4VHO, two other 71-72 Mach 1 351's, two '69 351's, a '70 Mach 1 429, and a '68 302 fastback ..... Mustangs with style and horsepower!

### The NZ Mustang Club Proposal

Later, it was decided that we look into the possibility of setting up a NZ Mustang Club. With his connections with Graeme Jones of Garry Keith Motors of Hamilton, Michael Walker arranged a meeting to be held in the Gentlemen's Club in Stratford. Graeme Jones & Trevor Hartley attended, arriving in a Ford Falcon 351 GTHO. We decided to meet in Hamilton for a week-end, and formally set it up.

In the meantime the Waikato Mustang Club was set up, with Graeme Jones President, Trevor Hartley Secretary and Peter Williams Club Captain.

Graeme rounded up the Waikato Mustangs and the late Len Walker rounded up the Auckland cars and we all converged on Hamilton on June 21st. 1975. The meeting was held in the evening in a Hamilton hotel after a quick day-run to Bay Park Raceway for some quarter-mile runs.

The meeting resulted in the TMC President and Secretary holding the same positions in the newly-formed NZMC. The membership fee was \$10.00 and I hold the first receipt, issued as the first financial member.

Meanwhile, Len Walker was elected President of the new Auckland Mustang Owners Club. With a view to incorporating the NZMC, three TMC members went to Palmerston North to recruit new members on. In response to our earlier advertisements, we met four local Mustang owners at noon in The Square, and also two others - one a Shelby - who drove up the 100 miles from Wellington to meet us.

We went as far as commencing the formal registration of "The New Zealand Mustang Club Inc." but didn't progress it. There was a further meeting in Hamilton in Sept 1975 but the proposal lacked support. It was left to each area to have its own autonomous club, but with inter-club exchanges of activities, newsletters, information, drag-meets, etc.







### Early Taranaki Club Activities.

One of the big gatherings we attended was the Easter Meeting at Bay Park Raceway on April 1976. Led by Leo Leonard in the official start car - also a Mustang - 47 Mustangs did 2 circuits of the track in front of a large crowd. As I understand it, this was the largest assembly of Mustangs in the Southern Hemisphere up to that time.

One day-trip Taranaki did with the new Auckland club was to the Waitomo caves. This was Aug. 1976.

Another memorable gathering was the Benson & Hedges 1000 Meeting at Pukekohe, Sept. 1976. From Taranaki, three of us attended. In all, 46 Mustangs, led by Paul Fahey, did 2 circuits of the track and were then lined up in order of model year, and created a tremendous amount of interest.

### Decline

I did not make myself available for re-election at the 1st. AGM, and stood down. It was about this time that four TMO members sold their cars over a short period, as a result of business ventures and other reasons. Interest was allowed to wane and formal activities of the TMC ceased. The last formal gathering was a Xmas wind-up Dec 1976 at the Tariki Hotel.

Officially the TMO was now dormant. but Gwenda and I still received regular newsletters from Waikato and Auckland. I well recall taking a Monday off and driving the 100 miles round Mt Egmont visiting old members in an attempt to re-kindle interest.

### A New Era

By November 1976 I'd met my good friend Senior Traffic Officer David Walter who ran a yellow 1971 351 Cougar 4-speed very quickly. We had similar interests. In association with some local Mustang friends we took the plunge and invited the two northern clubs down for a get-together on Queen's Birthday weekend June 1977. It was a great success.

Enough interest was generated to reform the Taranaki club and the 1st meeting took place later that month. Gwenda & myself were elected Secretary & President respectively, with David Walter Club Captain. Twelve members attended and with new enthusiasm the club flourished. (*Rae Simpson, good friend of CMOC, was one of these 12 - Editor*)

At the 1st AGM (1st July 1978) of the re-constituted TMC, I had intended standing down, but somehow I ended up getting arm-twisted into another term.

The 1978 year highlight was the combined clubs 2nd meeting in New Plymouth with the NZ Cadillac Club and car show. There was much publicity and we even made the TV. Our overseas contacts continued to grow.

### Lee Iacocca

In Oct 1978 we wrote to Henry Ford II at Ford World H/Q in Dearborn, Michigan, informing him that "a motion was passed unanimously that we condemn the manner in which you fired Mr Iacocca, the Father of the Mustang", and with a reference to "Time" magazine's description of the action as a "stunner" describing our feelings exactly. We then wrote to Lee expressing our commiserations.

To our surprise we received a nice reply from Henry Ford II personally explaining his reasons for the changes in the management of the giant Ford Motor Co. Then, to top it off, we received a letter of thanks from Lee. We followed this up with a request for him to be our Honorary Patron. Lee Iacocca, the Mustang creator and now Chairman of the Chrysler Corporation, accepted! Needless to say, these original letters have been framed.

### The Future

For the 3rd year in a row (1979), the TMC will stage an interclub gathering - the 1st NZ National Mustang Convention no less. We continue to grow from strength to strength and with the co-operation and friendly atmosphere evident in the TMO, how can we fail?

We've come a long way from the first faltering steps of 1975. Who could have foreseen that from that 1st meeting in New Plymouth it would grow into 5 clubs and hopefully more to come. The big issue being considered at the moment is the possibility of forming - guess what - the NZMC! We have gone full circle.

Roger Swetnam, 1979



1994 Convention .  
Earliest Taranaki  
pics in our files.

PS. This was also  
the Editor's first  
ever Convention,  
as guest speaker  
for Ford NZ.  
Another story!







## **Rolex Monterey Reunion celebrates Ford's Trans Am successes**

This story was triggered when your Editor happened to see the magnificent artwork on the facing page. It headlined a write-up about the annual Rolex Monterey Motorsports Reunion held at Laguna Seca track in California, the USA's pre-eminent historic event (similar in scale and profile in the US to our Ruapuna Skevent, and Goodwood in the UK). My attention was particularly caught by the fact that the theme for the Monterey event last August was the celebration of 55th anniversary of the Trans Am "pony car wars", and in particular Ford as the honoured marque that dominated those great racing years from 1966 to 1972.

When the Sports Car Club of America started the Trans-Am road racing series in 1966, its initial focus was on European sedans with less than 2.0 liters of engine displacement. Think Alfa Romeos and Lotus Cortinas. Soon, however, the series became the venue for the American automakers slugging it out with small block V8 powered American sports coupes, hoping to sell on Monday after winning on Sunday. The name Pony Cars came from the Ford Mustang, which initially dominated the over-2.0 liter class, winning the manufacturers' title in 1966 and 1967, led by Jerry Titus driving for Shelby American.

Competition in the showrooms moved to the race track and by 1966, racing in the Trans-Am series was a natural decision for American automakers. With all-American muscle cars headlining the series, Trans-Am became very popular, attracting both racing fans and many of the top drivers of the day, including Mark Donohue, Dan Gurney, A.J. Foyt, Richard Petty, and Parnelli Jones. Interestingly, despite the series attracting some of the top driving talents in the world, there was no Trans-Am driver's championship in the first years of the series. Trans-Am was strictly a manufacturers' competition. Ford won in 1966 and 1967, with Shelby American's Terlingua Racing Team, Roger Penske's blue and yellow Camaros won in '68 and '69 with Mark Donohue at the wheel, Ford won again in 1970 with Parnelli Jones' iconic Boss 302 Mustang run by NASCAR's Bud Moore Racing, and Roger Penske and Mark Donohue won again in 1971, this time racing a red, white, and blue AMC Javelin.

The American automakers took Trans-Am very seriously and came up with special engines and even special production models to improve their chances at winning. The displacement limit of 5.0 liters is how Ford's 289 cubic inch V8 was turned into the 302, and the Boss 302 Mustang was developed in great part to be the foundation of Ford's Trans-Am effort. Chrysler's AAR 'Cuda and American Motors' limited run of Javelin SST Trans-Am models were specifically targeted at the Trans-Am racing series. There's some irony in the fact that the best known "Trans-Am" model, the performance version of the Pontiac Firebird, wasn't made to compete in the Trans-Am series as its smallest engines were too large for the series' displacement. GM had to pay the SCCA a \$5 per vehicle licensing fee per Trans Am sold for using the name without permission.

From a Ford viewpoint, the real highlights were the 1969 and 1970 seasons, and Ford's racing was intimately connected to the marketing and sales success of the '69 and '70 Boss 302 models, with the associated folklore and

every great looking Boss,. In 1969 Ford campaigned with two separate teams, Shelby American running Dan Gurney and Peter Revson, and the ex NASCAR Bud Moore team with legendary Parnelli Jones and George Follmer. Ford ran strong in the early part of '69 but tyre problems and improving Camaro performance gave Chevrolet the championship. Shelby pulled out of 1970, and Ford put maximum effort into just the Bud Moore team. Concurrently the competition ramped up, with "works" teams of Chevrolet Camaro's, AMC Javelins, and Plymouth Barracuda's. The 1970 season was written up as Trans Am's "greatest year", the Bud Moore Mustangs winning 6 of the 11 rounds and dominating the championship.





The Trans-Am racing series' "golden era", is considered to have lasted from 1966 through the 1972 season. The active involvement of all the major American automobile manufacturers and the participation of many of the very best drivers and team managers of the era made the racing as exciting and as competitive as motorsports can get. All good things must come to an end, though, motorsports doesn't exist in a vacuum, and changes in the world meant changes for the Trans-Am series.

While engines used in the Trans-Am series were limited to 5.0 liters of displacement (302 cubic inches) the pony cars on the street were available with big block engines capable of putting out higher levels of horsepower than their racing siblings. Insurance premiums on high powered street cars started to rise, resulting in pony cars becoming more expensive to own and thus less popular. Then the 1973 oil crisis further hastened the end of the muscle car era. Automakers changed their focus and the golden era of Trans-Am racing came to an end.

But as we said earlier in this story, Ford's hey-days at the front end of the Trans Am era might have been only two years, but the legend is as strong today, 55 years later, as it was then. The Monterey celebration is part of that, ensuring that the legend of the Boss, and the Mustang performance image, lives on stronger than ever!

Nearest thing to a Trans-Am Mustang that you can bolt a license plate onto.  
**Boss 302**

Our objective was to build a reasonably quick machine with a tight cover to weight ratio. Power starts with a lightweight, precision-cast short-stroke 302 C.I.E. block. Top it with 110 S.I. heads with inclined 2.23" intake and 1.71" exhaust valves under aluminum rocker covers. Bolt on an aluminum high-riser manifold and a 760 CFM 4-barrel Holley carb. Add low-restriction headers and 1.6-inch diameter dual exhausts. Fire it with dual-point ignition. You get 230 hp. at 6000 rpm. Just it can be tuned for more.

Power gets to the road via a high-capacity 10.4" clutch and a trigger-quick 4-speed box. There's a "Daytona" axle with a standard 3.50 ratio. You can order it with a 3.90, 3.61 or 4.30 locker axle if you're that kind of guy. Wheels are styled-steel 7" rims with F60 x 15 fiber-glass belted tires. (These sneakers are 2 inches wider than F70's. We had to flare the wheel wells a bit to get them on.)

Quick-ratio steering, floating-caliper front disc power brakes, competition-handling springs, shocks, front stabilizer bar and front spoolies are standard. Comes with a collapsible spare tire in case you're wondering about trunk space. Boss 302 comes in one body style only—the sleek '69 Mustang SportsRoof. Options include rear spoiler, hardtop covers, power steering and chrome (15 x 7) styled steel wheels.

Objective accomplished. You're invited to inspect one at your Ford Dealer's Performance Center. Also at various Trans-Am events coming up soon.

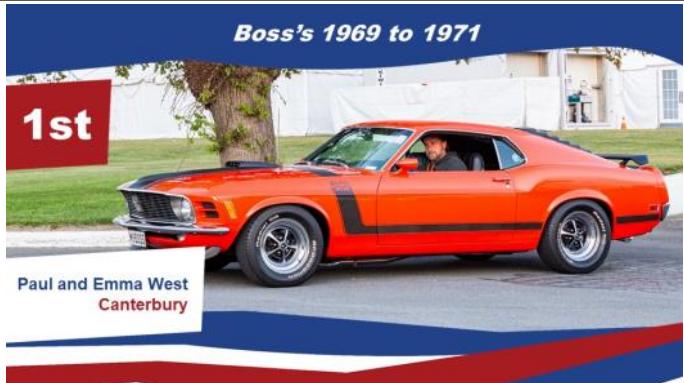
MUSTANG Ford



**Period pic of lead driver Parnelli Jones ready to go. Parnelli was a wild man, once remarking "If you're under control, you're not going fast enough". He won 5 of the 11 races in 1970, plus two podiums**

Core story and Monterey poster sourced from Hagerty media story (Ronnie Schreiber), August 2021. Additional content, comments and pics sourced by Editor from relevant journals and sites

In the foregoing story, I referred to the fact that the folklore and aura of those heady racing Boss's continues to this day. Two particular CMOC member cars spring to mind (and I acknowledge that there are others); Paul and Emma West's show winning Boss, painstakingly and authentically restored by them over several years, and Steve and Suz Holland's 70, beautifully built and presented as a perfect tribute to the Trans Am winners featured above





## CMOC's coming events ... pencil your diaries now!

<b>Tues April 12</b>	<b>CMOC Social night Cobb and Co Cranford Street</b>	<i>6.30 - 9.00pm. Another great gathering hosted by Club Captain Dennis O'Brien</i>
<b>Fri April 15 - Mon April 18</b>	<b>West Coast run and social gathering, showcasing west coast scenery, attractions and hospitality</b>	<i>Organised with great local knowledge by CMOC Secretary and Committee members Jill and Greg Bennett as something different to celebrate World Mustang day on April 17. Details already emailed to all members. Further info, contact Jill directly via Friendly Manager</i>
<b>Sunday April 17</b>	<b>World Mustang Day - new Chch event - prelim info</b>	<i>10am to 12.00, park up and get-together at new Team Hutchinson Ford showroom, Tuam St. See emails for more info</i>
<b>Tuesday May 10</b>	<b>CMOC Social night Cobb and Co Cranford Steet</b>	<i>6.30 - 9.00pm. Another great gathering hosted by Club Captain Dennis O'Brien</i>
<b>Sunday May 15 (tbd)</b>	<b>Akaroa Run</b>	<i>Under development at time of writing. Watch for details. A social day our close to home in Akaroa, a venue we haven't visited for many years</i>
<b>Saturday May 28</b>	<b>CMOC AGM! Papanui Club, Sawyers Arms Road, approx. 3.30 pm</b>	<i>Watch for more details, but pencil this important date now. The AGM is both a great social occasion, and an important part of our annual planning, election of new officers and committee, annual report, etc. Our AGM's are interesting, short, and social. Don't miss it!</i>
<b>Tues June 14</b>	<b>CMOC Social night</b>	<i>6.30 - 9.00pm. Another great gathering hosted by Club Captain Dennis O'Brien</i>
<b>Fri June 17 - Sunday June 19</b>	<b>Mainland Muster, this year organised by Southern Mustang Club. Base venue is Crowmwell</b>	<i>The Mainland Muster, a joint gathering of the Canty and Southern Clubs, is a must... great, well organised runs there and back, wonderful hospitality and social times, superb dinners and dress ups, and more. We're waiting on more details from our Southern friends who are organising this year (last year CMOC organised based around Oamaru); watch out for email info in April and make your plans to be there!</i>
<b>Sunday June 26</b>	<b>CMOC Ruapuna Track Day</b>	<i>In simple, direct terms, NOT TO BE MISSED. This opportunity is strictly once a year, and who knows next year? See prelim details earlier in this Burble. <b>Diary it now!</b></i>
<b>Tues July 12</b>	<b>CMOC Social night</b>	<i>6.30 - 9.00pm. Another great gathering hosted by Club Captain Dennis O'Brien</i>
<b>Sunday July 23</b>	<b>Mid-winter themed dine and dance at the Show Gate, Riccarton Park, 122 Racecourse Rd.</b>	<i>More details coming soon. Mark your calendar now. This will be a night not to be missed.</i>
<b>Friday Oct 21 - Mon Oct 24</b>	<b>National Mustang Convention, New Plymouth</b>	<i>Hosted by Taranaki Mustang Club. Watch for progressive details and registration info</i>
<b>First Sunday, every month</b>	<b>Kustom Car Club, McLeans Island Road</b>	<i>Great social occasion. Always many CMOC members present. Enjoy! Breakfast available at nominal charge</i>

**For more info on any of these events, or any enquiries, call Club Captain Dennis O'Brien 021 1878488**

**Calendar of events assumes no limiting Covid restrictions. Changes/updates due to unforeseen Government action will be communicated by email, Fbook, etc**



## Ashburton “fish n chip” run / Colin Sweetman collection visit

It's Sunday March 27; 10.30 am and South Canterbury & North Otago members departed from Timaru led by Nicky and 15 minutes later Canterbury members left from Wigram led by Sam and Neville via the more interesting back roads to Ashburton.

The destination was Colin and Cathy's place and the mission to have a relaxed lunch and view their ever changing collection of vehicles.

Colin, Sam and Neville guided the parking with military precision, people converged on the beautiful grounds for their lunch and were treated to home-made scones with jam and cream plus mini muffins all made by Cathy. This was followed with tea and coffee. Thank you so much Cathy.

The weather was perfect, sunny and hot. After lunch members viewed Colin and Cathy's current collection. In Colin's words “gone are the vehicles that leak oil”, but there was still a Jag, Daimler and Rolls.

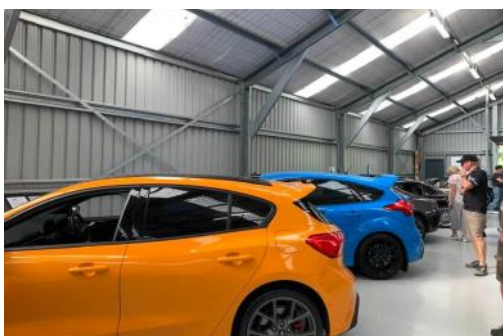
Mustangs were plentiful and so too Mazda MX5's. All specially selected limited editions covering the different series produced. What else? Collectible late model performance hot hatches, early and classic Japanese including probably the nicest high performance Celica in existence. A classic Mercedes, Bond 3 wheeler and some other Fords.

The vehicles are all rare or unique in some way, in perfect condition, low mileage and all registered, warranted and driven. They are beautifully presented in the spotless shed with a bit of history on each vehicle.

Thank you Colin and Cathy for sharing your collection with us and being such gracious hosts and also Nicky, Sam and Neville for co-ordinating the runs to Ashburton.

Dennis O'Brien

*(Pics by Lesley Hyland and Colin Sweetman)*





## Postscript: Editor's indulgence!



*When putting the Ford GT / Saleen story together for this Burble, I was struck by just what a good looking car Saleen's S7 was (and still is). Looking at it in detail, I then started to notice how Saleen seems to have carried forward some of the styling cues into his 2006 - 08 S281 Mustang special editions. Interesting .... and, yes, I have a vested interest!*

### Editor's Thanks

Thanks to all those who have contributed to this Burble including Club Captain Dennis O'Brien, Ray van Hamelsveld, Mark Hanson, Patrick Forde, Neville Hyland, Andy Wheatley. Thanks also our advertisers, and to all of you as our readers. I sincerely hope that you have enjoyed the read as much as I have enjoyed pulling it all together. Any comments, let me know at cmocmageditor@gmail.com, or 0274855335. Looking forward to the next issue, cover date August.

### Disclaimer

Views and statements as printed are those of the Editor and/or the contributors as applicable, and are not necessarily those of CMOC itself, or the CMOC Committee. Sources for individual stories are identified, and any additional information, changes and adjustments have been made at Editor's sole discretion.

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