

JUNE 2018

BURBLE



MUSTANG

Canterbury Mustang Owners Club

289-4V

National Mustang Day

Easter Bunny Hop & CMOC AGM , Mystery Run, Life Members
& more

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CMOC COMMITTEE

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	Dennis O'Brien	03 358 3195	021 187 8488
	Rob Donaldson	03 365 3289	027 432 9388
	Mark Hanson	-	027 773 3211
	Tony Schreuder	03 3221215	021 065 6945
	Steve Fraser	-	027 49 92 102
	Jeff Waghorn	-	021 53 35 27
	Mike Dilger	-	021 330 955
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WEBSITE:	www.nzmustang.com/Clubs/Canterbury.htm		
FACEBOOK:	Search for Canterbury Mustang Owners Club, NZ		

EDITORIAL EFFLUX

Kia Ora / Hola



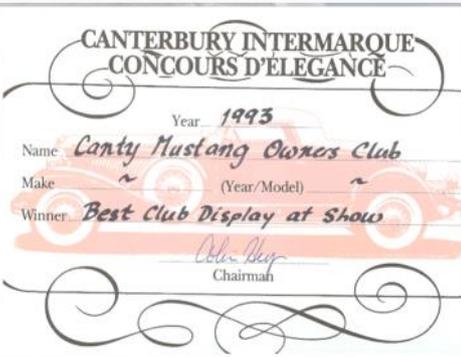
A big warm CMOC welcome to our June edition of the "Burple". With the AGM now behind us we (all) would like to thank the following outgoing Committee members ; **Mike Hart, Paul Whiting and Dennis Phillips** and their partners, whom we all know share the workload in other ways when on Club duty .

On behalf of all members ,we would like to thank the above people for their enthusiasm, hard work, time and dedication they each gave in their respective rolls on the Committee. The club has thrived over the past few years and it is now up to the incoming people to continue the good work. To **Kathryn , Steve, Jeff, Bob, Mike and Viv (assisting Ann)** , thanks for putting your hands up and making yourselves available.



Six exceptional long standing Club members became Life Members of the CMOC at the AGM this year. Congratulations to **Dennis & Erica Phillips, Peter & Gaye Plumridge** and **Jeff & Karen Waghorn** who join **Ray & Gail Spencer, Glenn & Kathryn Martin** and **Barry Fairbrass** to their ranks.

In the meantime we will be staying on as Editors for now and would appreciate members help with articles , photo or anything you may think would be of interest. We would ask new members to send in a profile and photos of themselves or car. This is a good way for people to get to know and recognise you at future events. **In the Sept edition we are going to focus on members Shelby's , so expected a call if you own one (unless we get offers) because we have room for a few profiles!**



Above : Concours 1993 - Is that the same flag that we saw at the 2018 All Ford Day and other events?

Left : Who remembers or attended Concours in 1993 ? Write in an tell us all about your experience .

Cover Page : Jeff Waghorn's 1964 1/2

Front Cover Photo ; Taken by Editor of Jeff Waghorn's 1964 1/2

Please pitch us your ideas, contributions and send to: cmocmageditor@gmail.com

Deadline for Sept edition : 10th Sept 18.



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PRESIDENTIAL EMISSIONS

Greetings everyone.

Welcome to the June issue of Burble, and the year ahead for the Canterbury Mustang Owners Club, following our recent AGM in May.

It was great to see such a large attendance for this year's AGM, and the positive spirit that was very evident. It was also pleasing to use an impressive new venue (Papanui Club in Sawyers Arms Road), which catered for our requirements superbly, including a special Mustangs only parking display directly outside our large meeting room.

Grateful thanks to members for their support for my re-election as President. I really appreciate it, and feel humbled by the confidence you have placed in me. It's always interesting and intriguing to be re-elected un-opposed....is it because you're doing an "ok" job, or because no-one else wants the role, or a little of both?! Whatever, thanks again, and I'm committed to do my best to keep the CMOC on the track we are on. Congratulations to the new Committee (and especially five new members), and the re-election of John, Rick, Ann and Christine to their respective positions.

For many of us, the overwhelming highlight of the AGM was the awarding of CMOC life membership to three special recipient couples: Dennis and Erica Phillips, Peter and Gaye Plumridge, and Jeff and Karen Waghorn. Adding to the occasion was our decision to elevate profile of our the life membership awards with special trophies and name badges, which gave us a special opportunity to spotlight our three existing life members: Barry Fairbrass, Glen and Kathryn Martin, and Ray and Gail Spencer. Well done, and most deserving, to all!

Building our community profile and engagement continues to be one of the key opportunities I see for the year ahead, and I'll comment further on this in coming issues; in the meantime, please don't hesitate to drop me an email, or a phone call, with any ideas you might have, or opportunities you can see, so that they can be added to our considerations.

Looking forward to catching up with members in the coming months, and especially at our CMOC track day at Ruapuna on Sunday July 1, the Mainland Muster in Dunedin in August.

See you then!

Best wishes, Garry



YOUR COMMITTEE & SUPPORT PEOPLE



President
Garry



Vice President
John



Club Captain
Rick



Secretary
Ann



Treasurer
Christine



Committee
Mike



Committee
Jeff



Committee
Tony



Committee
Mark



Committee
Rob



Committee
Bob



Committee
Dennis



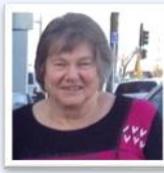
Committee
Glenn



Committee
Kathryn



Committee
Steve



Membership
Viv



Editors
Stu & Nati



Mid Cant
Rep
Colin



Sth Cant
Rep
Alister



Nelson
CoOrd
Paul

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MEET YOUR NEW COMMITTEE MEMEBERS



Hi Jeff Waghorn here,

Our love affair with Mustang's begun in 1986 whilst cruising around Hawaii in a red Convertible. This affair has led to us building a classic car shed, owning several classic cars and taking two Mustang cruising trips in USA.

I joined the Committee in 2005, was Convener of the 2008 Convention, Club President for seven years. After the 50th Anniversary of Mustang and the 2014 Convention I took a two year break before recently rejoining the committee.

Karen and I really enjoy our association with CMOC and the neat bunch of people that we get to share our love of classic cars with. It spins our wheels.

Cheers, Jeff



Hi Bob Verrall here,

Been an active and supportive member of the club now for a while. I'm looking forward to being a proactive member of the Club's committee and getting to know new members .

Cheers, Bob



Hi Mike Dilger here,

Joined the CMOC back in April 2017 and been an active member of the club even since. I'm a local business man and is interested in home automation, electronics and numerous other hobbies including boating and fishing. I own a Roush Supercharge Mustang (670Hp at the flywheel) with the personalized plate "Warp 5". I'm looking forward to the challenges of being on the committee and getting to know the members and their cars that I haven't met as yet.

Cheers, Mike

MEET YOUR NEW COMMITTEE MEMEBERS



Hi Steve Fraser here,

New committee member this year having been a member of CMOC since 2014. Newly retired and intend to with my wife Julie be more involved in our club and activities. We both look forward to contributing.

We have really enjoyed making friends with fellow Mustang owners. Liking all things motorsport!

Cheers, Steve



Hi ViV O'Brien here,

I'm the 'better' half of Dennis. When we joined the Club I immediately felt welcome and have found the Club is as much for the ladies as the guys.

It's very social, the trips away are great and soon I found myself going and catching up with the ladies, leaving Dennis to mingle and talk cars. My hobbies include tennis, embroidery and family.

I'm a Roger Federer fan and a highlight for me last year was spending a couple of days at the US Open. I have just started as the Membership Co-Ordinator for the Club

Cheers, Viv



Hi Kathryn Mitchell here,

I'm a newbie to the club and committee this year. My partner Rhys, owns a Shelby Supersnake (with another Mustang on the way!).

Our business, 3 grown kids, and travel keep me busy, and I have been known to enjoy a good wine or two. Timaru born and bred, my hometown has been Christchurch for the past 28 years.

Cheers, Kathryn

MAINLAND MUSTER

Mainland Muster 2018



Dates: 17th – 19th Aug 18

Venue : Distinction Dunedin Hotel - Dunedin
Referred to as our mini convention - Both Clubs under one roof in the center of beautiful Dunedin city with our ponies in secure parking for a fantastic weekend.



Key Muster Weekend Information:

- Theme : Anything Disney & Bring your Club Lanyards.
- Accommodation - Distinction Dunedin Hotel
Address: 6 Liverpool Street, Dunedin, 9016
- Bookings - Call :03-471 8543 and quote Mustang Weekend. *Refer to Feb/Jun Newsletter for details.*
- Meals : Breakfast in Room Rate. Friday Dinner \$50pp , Saturday Night Dinner \$60 PP
- Paper Bag Auctions : Both Nights

Please buy something interesting/funny, package it up in a BROWN PAPER BAG or something that doesn't give away what it is. It does not have to be expensive – just something that will give the winner of the Auction a laugh.

If there are 2 of you, we just need you to provide one 'paper bag' for the Auction/s per couple, not one each. You will be advise how/when these will be collected prior to the Auction on Friday.



Key Travel Information: CMOC Travel Plans

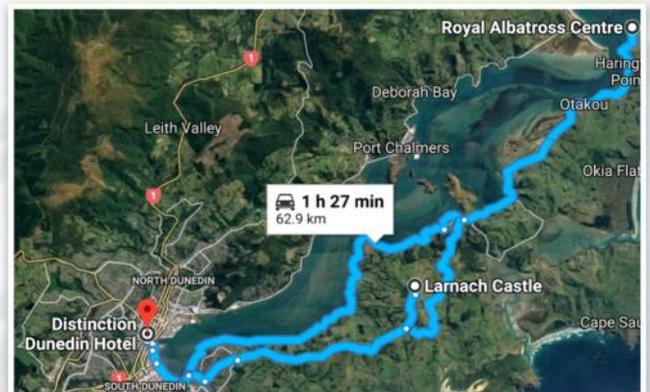
Meet at Wigram Air Force Museum

- Aug 17th - 9.15 am , leaving 9.45am.

Pickup Points

- Rolleston, Ashburton & Timaru – TBC closer to time.
- Lunch Stop - **Stables Cafe & Bar** (Timaru)
253 Beaconsfield Rd, Fairview, Timaru:
Phone : [03-684 5617](tel:03-6845617)

- Aug 19th - Departure after breakfast and Closing keynotes from both Clubs.
- Saturday Cruise



Weekend Program Information:

- 17th - Assemble Diner Friday night
- 18th - Assemble Breakfast & Cruise
- Evening Program Dinner / Games / Yes Rugby Game (Abs v Aussie).
- 19th - Departure

Peninsula cruise to Royal Albatross Centre (\$25pp), back along the peninsula, inland to Larnach Castle High Tea & gardens (\$34pp), then cruise back for relax time and prep for the main event!

Note : High Tea must be confirmed by 1st Aug & paid.

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LIFE MEMEBERS - ENDURING FRIENDSHIPS



Congratulations - Ray and Gail Spencer

Ray and Gail joined the club not long after Barry, in the very early 1980's. They have always been (and still are) very active participants in all the club's activities, especially national conventions from Auckland to Invercargill. The impressive number of conventions that they have attended is only exceeded by the extent of their show awards and trophies. Ray is also a past President, and oversaw the occasion of the 2004 Convention here in Christchurch.



Congratulations - Barry Fairbrass

Barry is our longest active member, having been instrumental in the establishing CMOC back in 1979. He has been an active member throughout this period of nearly 40 years, and has owned a series of always immaculate, classic Mustangs, including his latest "toy", a superb track prepared Fox body that he races in the South Island Muscle Car series. Barry was also a key member of the convention committee for the 2014 50th Anniversary Convention run by CMOC .



Congratulations - Glenn and Kathryn Martin

Glenn and Kathryn are also long serving members, and similar to Ray and Gail, have regularly represented CMOC with distinction at national conventions across New Zealand with their show winning red '65 Fastback, that still collects best paint awards nearly 20 years after restoration and tens of thousands of highway miles! Glenn and Kathryn are always friendly and welcoming faces for all other members, and a great helping hand for any panel and paint enquiry.

LIFE MEMEBERS - ENDURING FRIENDSHIPS

Message from Our President : Garry Jackson...

As those members who attended the CMOC AGM will know, we took that opportunity to present three new life member awards, complementing our three life members awarded in earlier years.

Life membership awards are the club's way of recognising and showcasing members who have gone above and beyond the levels of club service normally recognised in our annual awards and trophies, together with an extended length of active club membership. In our committee discussion in April, we not only decided on three new life member recipients to be awarded at the AGM, we also decided to elevate the profile and special nature of the awards with a special trophy and personalised name badges.

The accompanying photos from the AGM show the special presentations, and the following notes will give you a personal insight into these special CMOC members:



Congratulations - Jeff and Karen Waghorn

Members since the early 2000's, Jeff and Karen's life member award is testimony to outstanding service to the club. After serving on the committee through the mid 2000's, Jeff became President in 2009 and guided CMOC with wise and considered leadership through the growth and changing nature of the club with increasing number of late model imports, and a strong guiding hand on the very successful 2014 Convention planning.



Congratulations - Dennis and Erica Philips

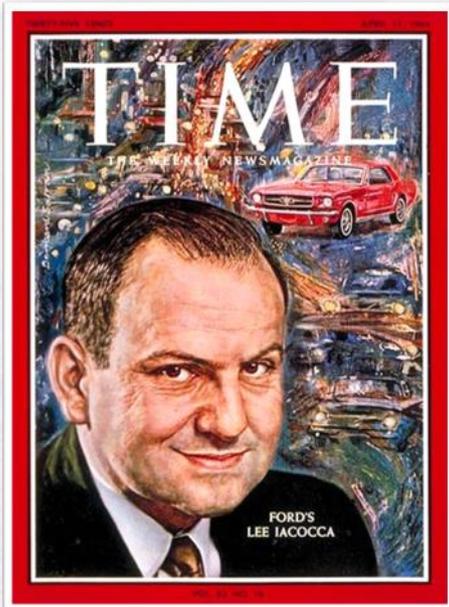
Dennis and Erica will be well known to many if not most of our members, from their superb 1967 and 2012 Shelby's, to Dennis's motorsport enthusiasm and passion and his first hand work arranging the numerous occasions for CMOC members at Highlands Park in Cromwell and at Ruapuna. Dennis has also served on the CMOC committee at different time throughout his 35 or so years as an active member.



Congratulations - Peter and Gaye Plumridge

Peter and Gaye's membership also extends back to the 1980's, and their superb black '69 has been a feature at countless CMOC events and outings. They have served the club well with extensive time on the committee throughout the years, and notably their early initiative to energise the club with a regular newsletter, the forerunner to today's Burble.

1964-1/2



One of the world's most popular cars was introduced to the public on April 17, 1964, at the New York's World Fair. The night before, the new Ford Mustang was the pace car at a stock car race in my hometown--Huntsville, Alabama. The car appeared on the covers of Time and Newsweek. Advertisements appeared in more than 2,600 newspapers and on the major television networks. More than four million people visited showrooms, and more than 22,000 cars were ordered on the first day. First-year sales totalled more than 417,000, shattering previous sales records of any one model in the history of the automobile. The Mustang was selected to pace the Indianapolis 500 in 1964. The Mustangs produced for the first six months or so were referred to as 1964 1/2 or early 1965 Mustangs. All of the VINs began with a 5, indicating model year 1965. The easiest way to tell a 1964 1/2 Mustang from a 1965 is that the front edge of the hood was roll under in 1965 and was not in 1964.

Engines

170cid	1V	6-cyl	101 hp	U Code
260cid	2V	V-8	164 hp	F Code
289cid	4V	V-8	210 hp	D Code

Production & Prices

Convertible, standard @ \$2,557 US\$, Production 28,833
Coupe, standard @ \$2,320 US\$. Production 92,705
Total Production = 121,538

Vehicle Identification Numbers

5	Last digit of model year
T	Assembly plant (F-Dearborn, R-San Jose, T-Metuchen)
07	Body code (07-coupe, 08-convertible)
F	Engine code
100001	Consecutive unit number

Example: *4T07F100001*

Colours

Cascade Green
Caspian Blue
Chantilly Beige
Dynasty Green
Guardsman Blue
Pagoda Green
Phoenician Yellow
Poppy Red
Prairie Bronze Rangoon Red
Raven Black
Silversmoke Gray
Skylight Blue
Sunlight Yellow
Twilight Turquoise
Vintage Burgundy
Wimbledon White

CMOC MEMBER'S 1964-1/2

Garry and Loretta Jackson's 64 1/2

April 17, 1964. Imagine a Ford dealership in New Jersey, near New York. Wimbledon White Mustang notchback, centre stage on the showroom floor, and the doors open for the US launch of the new Mustang. The very first day that the public could see the car for the first time, after wall to wall saturation advertising in the week prior, and a special preview display at the New York Expo Fair.

That day Mustang 108425 was purchased that day by young stage acrobat Denise Monti. And 46 years later (and 50000 miles) we had the same car sitting in our garage! It came with original purchase docs, photo sheets of Denise with a host of famous US entertainers and stage names, and a genuine Tiffany key ring medallion, as given to all the original owners to celebrate the Tiffany Award given to Ford and the Mustang for design excellence.

Time warp original, apart from normal routine maintenance and servicing. Original paint, now a little thin on the fender and bonnet edges, but with great gloss. 260ci V8, auto and power steering.

And the big question that has exercised our minds for those ten years (and 2000 miles) since Denise's Mustang made its home with us in 2008..... what do we do? Restore? Refurbish? Or just keep polishing and admiring it as it is? Who knows.....maybe we'll just keep thinking about it for the next 10 years!

(Banks Peninsula pics taken by great photographer Terry Marshall for a shoot for NZ Classic Car in 2014)



Story by Garry & Loretta Jackson

CMOC MEMBER'S 1964-1/2

Neil Lawrence's 64 1/2 - What's Not to Like?



When I first laid my eyes on this Mustang, I first looked for the V8 badge, yes, it's a 260 left over from the earlier Falcon. Then I checked to see what gear box it had, seeing the 3-speed manual shifter that points towards the driver (who else does that?), my interest immediately increased. It's a rare car I thought as only 6% of these were manufactured with a manual gear. The 3 foot pedals confirmed my interest. I had already noticed and approved of the black interior, as all 4 previously owned mustangs had my preferred black interiors. It was in surprisingly good condition, with most of it being original. Only the front seat vinyl had been replaced, understandable after 54 years of use. The yellow exterior could do

with some work but wore its 54 years of use well with a few places of worn through to the undercoat paint and relatively rust-free California car.

I went home with the chassis numbers to check its original manufacture numbers including the F code, and to sleep on it. The numbers checked out everything the car had shown me, and a quick check of the 5 stud wheels confirmed it to be an original car. I decided to buy it as its overall condition is original, and I believe it to be quite a rare car, as only 2,000 260 v8s were manufactured before the 289 was released.

Having now owned it for 10 months now, I have had the engine repaired, as it was leaking a lot of oil from the rear of the crankshaft. The work included replacing the main and big end bearings as the sump needed to be removed to replace the crank seals. Also a new oil pump drive, as well as replacing the timing cover gaskets which revealed an A code timing chain still in good working condition. Expertly done by the Mustang Centre, in Sydenham Christchurch. "These bearings are the original ones, probably fitted by Henry Ford himself!!" said Dwayne from the Mustang Centre. "They could not have done 190,000 miles so they could only have done 90,000 on the speedo!!"

So according to Dwayne, I have a low mileage 64.5 Mustang! Certainly, drives like it, and would explain the lack of wear in the interior. The best thing it is still a great car to drive with the power steering option, as well as the centre console, and it even has the original generator, and push button radio! Now I wonder if Henry would remember fitting those engine bearings?

Story & pic's by Neil

CMOC MEMBER'S 1964-1/2

Jeff and Karen Waghorn's 64 1/2 - APRIL 64 – the Start of a Legend



On a sunny day back in 1986 we cruised around Hawaii in a red Mustang convertible. Something special happened to us that day as by the time we returned our rental we knew that one day we'd own our very own Mustang. Our young family took priority at that time so it meant we waited 18 years before becoming the proud owners of our 1964 1/2 Convertible. Okay so it was more orange looking than red, it had a white hood rather than a black, but it was a convertible.

Our baby was proudly taken home and promptly christened as "APR 64" with "The Start of a Legend" added to its personalised plate. That should have been the end of our story right then because as we all know this classic car bug grabs hold of you. As we all know it was on 17 April 1964 that the Mustang was first sold, initially available only as a coupe or a convertible. Our convertible was built at the San Jose plant on 12 June 1964. The key characteristic of a 1964 1/2 model was the generator charging system. We've been doing our best to maintain and restore its originality. By July 1964 Ford had moved on to produce the 1965 models so that meant our car was from a very special early group of Mustangs.

APR 64 is powered by a 289-4V-210 horsepower V8 engine with 4 speed manual transmission. She was optioned with front bucket seats and floor mounted gear shifter, both being optional extras in the 1964 1/2 model. I'm often asked why the car has 4V in the cars description. There were two early V8 engines, one labelled 2V and the other 4V. It simply relates to one have a 2 barrel carb and ours having a 4 barrel carb. The V stands for Venturi. On a power basis the 2V produces 200hp and the 4V 210hp.

A few years ago we decided that it was a good time to refresh the engine and the transmission. This was handled by the Mustang Centre with us giving Rob the brief that any modern parts were to be removed and replaced with original parts as it was our aim to take the car back to the specifications that it left the factory with in 1964.

CMOC MEMBER'S 1964-1/2

From this vehicle our passion for American Classic Cars has broaden, it has enabled wonderful friendships with like-minded people, it has taken us all over NZ to numerous car shows and events,

and a couple of awesome driving trips in USA, including Route 66. There is now a dedicated Pony Shed tucked away at our place with motoring memorabilia keeping the cars company. Whilst there is another couple of Mustangs our interests have broadened to include a couple of other brands. Without doubt the aura of an early Mustang Convertible means that you are noticed where ever we drive and it always attracts keen interest where ever it is parked up. It is to APR 64 that we credit our love of classic cars and the life that goes with the 50's and 60's era.

Our role is to be the custodian of APR 64 for future admirers.



FLASHBACK: MAGIC SKYWAY MUSTANG - 1964



With the introduction of the Mustang at the 1964 Worlds Fair in New York, Walt Disney created a unique Magic Skyway ride at the Ford Motor Wonder Rotunda. They used real Mustang convertible on the ride! There were twelve 1964 Mustang convertible converted to run on the Magic Skyway track. Their VIN range was 5F08F100003 through 100014.

The breakdown were: three Wimbledon White Mustangs (5F08F100006, 5F08F100007, and 5F08F100008);

three Raven Black Mustangs (5F08F100003, 5F08F100004, 5F08F100005);

three Guardsman Blue Mustangs (5F08F100009, 5F08F100010, 5F08F100011),

and three Rangoon Red Mustangs (5F08F100012, 5F08F100013, 5F08F100014).

These cars were later replaced with 1965 Mustangs and converted for resale to the public.



EASTER BUNNY HOP



For those that chose to spend the Easter weekend at home doing the garden and other chores had the perfect excuse to get out their Mustangs and head off to Akaroa. Everyone gathered at the Air Force Museum of NZ, Wigram and proceed in number to our first stop ; Little River Café for



coffee and ice cream. Being Easter weekend , we were not along because a few hundred had the same idea , so by the time we got to Akaroa , the roads were full and the seaside town was packed out with likeminded people. Big thank you to Rick for organizing the run.

Story and pics by Editor

Eliot Sinclair

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LAND DEVELOPMENT SPECIALISTS

We are proud to support the Canterbury Mustang Owners Club



LAND SPEED NZ EVENT



Kia Ora. My name is Te Taka and the following is my experience of attending the Land Speed NZ event at Reporoa on the 8th of April 2018. My wife Ari and I are both avid motor sports enthusiasts after buying our 2017 Ruby Red 5.0 litre Coyote motor Mustang which we have driven around the South & North Island as it's our only car presently. On our many travels, we heard about a Land Speed NZ event which was the perfect opportunity to wonder what it would be like to test my metal on 5.7kms of straight road for an official speed test over ¼ mile. At 7am on Gouidies Road, 30 vehicles met with race organisers. Everyone was placed into two groups with myself and Ari being in the second group to race.



I was armed with the latest in safety standard equipment; a \$100 helmet, welding overalls and cycling gloves and a good dose of nervous while we watched the first group race down the course. Each run consisted of two drives, one from South to North and the other from North to South. Pre-race advice was to not go over 200km/h on the first pass and not go over 250km/h on the 2nd pass. Never having raced or driven in any speed event before I thought this was sound advice so attempted to follow it.

I put the Muzzie in Sports Mode, I got the all clear, and put my foot down, but a little too heavily as there was some wheel spin. With all the excitement everything was feeling good, so I put my foot down a little more and raced

through the timing sections as shown; **1st official time: 217.44km/h], 2nd: 234.44km/h, 3rd: 251.87km/h, 4th: 251.23km/h, 5th: 251.92km/h, Final: 251.33km/h.**

So what have I learnt? It was surprisingly consistent at 251km/h, this is over 156mph, which to be fair is moving! The changes I made in the last couple of runs had no effect on the top end speed. If I practised using the paddles and then had another go, could I make her go even faster? Ari wants to be the driver at the next event! Another thing I have noticed is that I feel like I am a different person, from having driven that fast. This is hard to explain but something I guess the other speed freaks are well aware of. I look at speed, and high speed a whole lot different now. I am certain it has made me a better driver, I know that I certainly don't have anything to prove on the roads now.

Story by Te Taka & Photos by: Steve Knowles

CMOC MYSTERY CLUB RUN

The 2018 annual mystery run was held on Sunday 27th May, the weather looked like it could rain at any time but we managed to get everyone away on time although it was extremely cold. The run took the Mustangs through Wigram – Prebbleton – Lincoln – Coes Ford and finished at the Create & Barrel Leeston where we were hosted by Craig and his team upstairs in a private function room.

With a couple of drinks, and food provided by the CMOC it appears everyone enjoyed themselves with three people getting 100% correct answers for the questionnaire along the run.

We had the three winning drivers stand up the front to answer some quick fire questions to find a 1st 2nd & 3rd for the prizes. Gary Pascoe took first prize followed by Mike Hay and Colin Sweetman, the Publicans choice was awarded to Shelley's Orange 67 Fastback.

Story by Glenn & Mark



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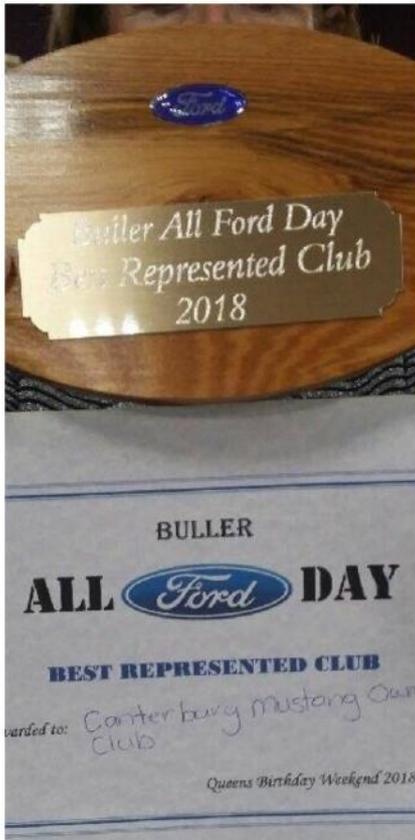


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BULLER ALL FORD DAY



Larry and the crew continue collecting Club awards after Nelson, this time at the Buller All Ford Day on the Westcoast.

Great turn out for this event by Club members and the weather didn't disappoint but the comradery was, as always, warm and friendly.

If you haven't been to this West Coast event, place it into your calendar for 2019.

Looking forward to the Hat-Trick!

Story by Editor, pictures from Facebook



National Convention 2018 Manawatu Club in NAPIER



Registration forms are waiting for sponsorship finalisation but should be out mid June. We will have them on the nzmustang.co.nz website as well as letting all clubs know when they come through. We will be cutting off registrations at 340 people, so don't muck around with getting them in.

Accommodation at the two selected hotels was booked out by the end of January, with a waiting list ready to fill up any further vacancies. Therefore if you are wanting to attend the convention in Napier you will need to organise your own accommodation. The two main venues for the weekend are the Napier conference centre on the foreshore opposite Te Pania and the car show is to be at Pettigrew Green Arena in Taradale. Theme for the weekend is "30's" so get your imaginative juices going on costumes for the awards dinner!



National Convention 2018 Manawatu Club in NAPIER



Manawatu Convention 2001

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CMOC NELSON & MARLBOROUGH

We started the Canterbury Mustang Owners Club – Nelson | Marlborough in February 2017. Initially just myself and Jim, two blue mustangs cruising the roads of Nelson, checking out the café's and spots for good photo opportunities. For six months it was just the two of us, slowly we have built the club up to over 20 Mustang owners and 68 Facebook members.



We now have a wide array of colours and models so it is no longer just the two blue Mustangs.

There is a few of us who catch up on a weekly basis, and the rest generally catch up a couple of times a month, just any excuse to go for a cruise. We are also now on the committee for the Nelson Classic Ford Car Club and are currently organising the Henry Ford Birthday event held in Nelson at the end of July.

A lot of our members are also supporting the local Ford Club, so there should be a good turnout of Mustangs for this event.

Learning the minimum Mustang
Parking Space



Story and pics by Paul Bowe

CMOC AIR NZ HANGAR VISIT



One of the annual Club favourites , over 50 people attended the visit to Air New Zealand's Hanger.

Dennis O'Brien and his team guided us around the Hangar that was opened in 1978 and is the size of 1.3 football fields inside with an additional 10,000 sq feet of workshops.



The Hangar has four huge doors, 100 feet wide and 66 feet high on two sets of tracks open.



Everyone was able to get up close and personal with the aircraft and get an idea of how they are made and how they fly with many asking good questions from our host and his Air NZ colleagues who kindly assisted on the night.



A BIG CMOC thank you to Dennis and his colleagues and Air New Zealand for allowing us to visit. Equally big thank you to all club members that attended!

Story by Editors



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Vehicles featured on this page are a sample of some of the work that Steve undertakes

NATIONAL MUSTANG DAY



Once again our major annual fundraiser, All Ford Day, was held on Sunday 18th February on the grounds of The Air Force Museum of New Zealand, Wigram. The weather played it's part with sunshine and warmth in abundance. The scene had been set on the previous evening with a car run around the environs of Christchurch, organised by Rick, which attracted good numbers.

The number of entrants this year was 281, slightly down on last year's 300 but a good turnout none the less. With access to the museum made easy by the museum staff, many spectators added to their day by taking in the display of aircraft as well.

Avon City Ford and Team Hutchinson Ford provided some examples of the latest Ford vehicles to add to the display.

The interclub trophy involved being given a frozen Tee-shirt which needed to be thawed out with the winner being the first to actually put the tee-shirt on. For the third year in a row the cunning team from the Classic Cortina Club emerged as worthy winners. A big thank you to everyone who helped on the day and especially to Rick and Rob for their efforts.

Story Garry Jackson

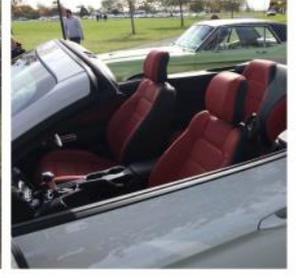


NATIONAL MUSTANG DAY



Trophy Winners

People's Choice:	Kerry Walsh	1946 Ford Coupe
Entrants Choice:	Kerry Walsh	1946 Ford Coupe
Best Australian:	John Alexander	1971 Falcon GT
Best American:	Ashley & Sandy Smith	1964&1/2 Mustang Convertible
Best British:	Pete & Dallas Geddes	105E Anglia 1966
Best Presented:	Brian Simpkins	1936 Ford Coupe
Interclub Challenge:	Classic Cortina Club	



CMOC RUAPUNA TRACK DAY



Those of you who regularly attended our Club Track Day have become junkies of the experience, spending an entire day driving at Mike Pero Motorsport Park, Ruapuna.

We often talk about “track days” as if they are some mythical time in which the rules of the universe have been suspended and all cars are faster. But a track day is nothing more than an opportunity for everyday drivers to take their cars to a racetrack and drive them mercilessly, without fear of a traffic ticket to spoil the outing.

From Life members to members that joined the day before took part. Some 60 plus Mustangs representing nearly every model across the Mustang heritage took the Chequered flag at various time during the day.

Highlight for the Editor were the low key cruises was many members offered to take kids & adults around the track. Equally, the Ladies only cruises and the 60's run was great to see.

Special thank you to all the organizers for what was a very well thought-out Track Day.

Big Shout out to our Team on the BBQ supplied by Team Hutchison Ford, Rob for the sounds and all the other “behind” the scenes helpers throughout the day.

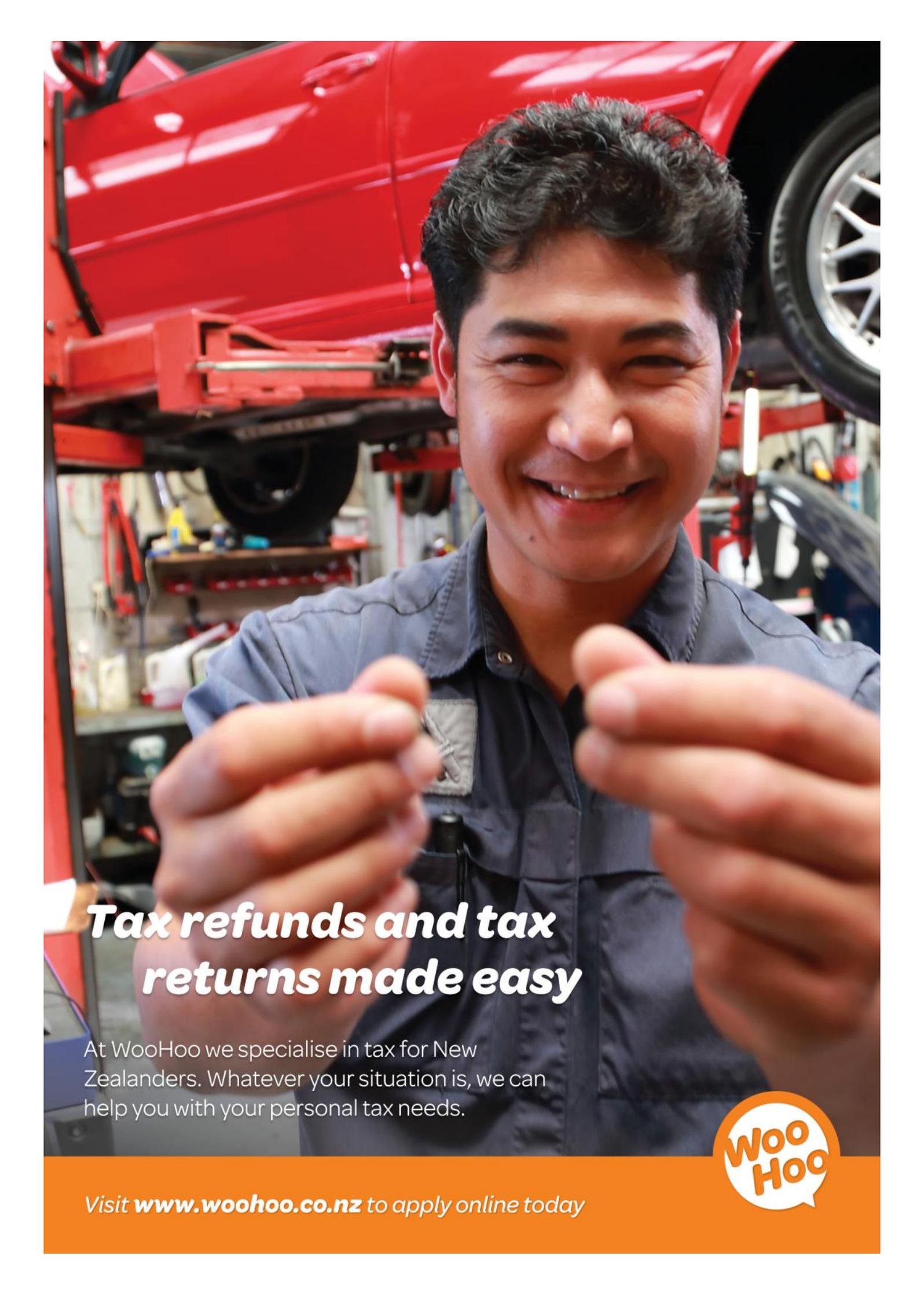
All in all, a brilliant day with good company, talking about mostly car stuff all day, fellowship, ideal weather, a great track and organisation, and big smiles on every face.

Lastly, big thank you to all that attended our Track Day the perfect day!

Story by Editor, pictures from Editor, Andrew Lange & Vinnie hart

CMOC RUAPUNA TRACK DAY





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OUR STIG!



Six Generations of Mustangs

In 54 years there have only been six generations of Mustangs.

First Generation: Mustang, 1964-1973

Total sales 2,981,259

Based on the compact Ford Falcon the first Mustang, the brainchild of Lee Iacocca, was hugely successful. By using many components from other models development time was shortened and the price kept low. Over one million Mustangs were sold in the first eighteen months. The Mustang increased in size and weight and by 1973 it was 12" longer, 6" wider and 800lbs heavier than in 1964. Performance had decreased and sales were declining. A displeased Iacocca later said "The Mustang market never left us, we left it".



Second Generation: Mustang II, 1974-1978

Total sales 1,107,718

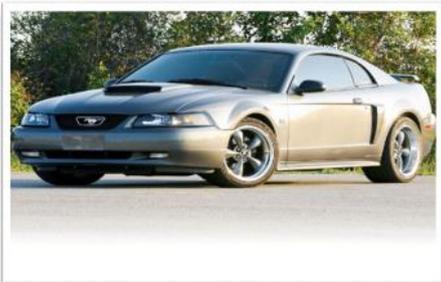
A smaller, more fuel efficient Mustang was introduced in September 1973, two months before the fuel crisis. It was based on the Ford Pinto subcompact. Iacocca wanted the car finished to a high standard and to be "a little jewel". It was 18 inches shorter and 4 inches narrower than the 1973 Mustang. Initially sold with 4 or 6 cylinder engines, customers had to wait until 1975 when a 5.0 litre automatic was available. 385,993 cars were sold in the first year. No convertible versions of the Mustang II were made but a T-Top version was available.



Third Generation: Fox Body Mustang, 1979-1993

Total sales 2,608,812

This Mustang was based on the larger, roomier Fox platform also used for the Ford Fairmont and Lincoln Zephyr. Ford planned to develop a new front wheel drive Mustang based on the Mazda MX-6, but public opposition caused a re-think. Ford released this Mazda MX-6 inspired version as the Ford Probe in 1989 and released a facelifted version of the Mustang. These Mustangs became popular with drag racers and the performance market for their light weight and 5.0 litre V8.



Fourth Generation: SN-95 Mustang, 1994-2004

Total sales 1,591,843

Based on an updated version of the Fox-4 platform, this was the first major redesign in 15 years. This was a much sleeker design, slightly longer than the previous model, but importantly 44% stiffer for the coupe and 80% stiffer for the convertible. The base engine was now the V6 to counter the 250 lb increase in weight. In 1996 the trusty Winsor small block V8 engine used since the Mustang was introduced was replaced with a 215 hp modular cast iron 4.6 litre V8 using 2 valves per cylinder in the Mustang GT. A 305 hp quad cam 4 valve per cylinder aluminium version was released in the SVT Cobra. A facelifted version was introduced in 1999 with all engines gaining more power.



Fifth Generation: S-197 Mustang, 2005-2014

Total sales 1,006,975

The retro-futurism design of this Mustang took design cues from previous Mustangs. Ford took the DEW98 midsize rear drive platform used for the Lincoln LS and Thunderbird, modified it heavily and named it the D2C platform (D class 2 door coupe). When used in the Mustang it was called the S-197 chassis. This chassis doubled the torsional stiffness of the previous generation Mustang. The 4.6 litre modular V8 gained an aluminium block, and variable cam timing with 3 valves per cylinder. Power was now 300 hp. In 2010 the exterior was redesigned, with a reduced drag coefficient of 7% on the GT. New engines and transmissions were introduced in 2011, the new V6 producing 305 hp and the new 5.0 litre Coyote V8 (named after Ford's 1969 Indy race car four valve V8) 412 hp. Late in 2012 a facelifted version was introduced and a Shelby GT500 released with a 5.8 litre supercharged V8 producing 662 hp.



Sixth Generation: S-550 Mustang, 2015-present

Total sales 310,147 (to 2017)

Designed as a world car and available in right hand drive for the first time, this new Mustang featured independent rear suspension and is the same overall length but 1.4 inches lower and 1.5 inches wider than the previous model. A 2.3 litre turbocharged (Ecoboost) engine producing 310 hp was introduced alongside the 300 hp 3.7 litre V6 and the 435 hp Coyote V8. Updated for 2018 the body has been facelifted, a 10 speed automatic has replaced the previous 6 speed auto, the V6 engine has been dropped and a new 12 inch LCD instrument panel is available. Other upgrades include adaptive suspension and an active exhaust. The Coyote V8 has been comprehensively re-engineered to produce 460 hp. Want more power? Try supercharged versions or the 5.2 litre flat plane V8. What next? - I guess we will just have to wait and see.

WELCOME NEW MEMBERS'

Ronnie & Sarah Kelley
Tex Field & Viv MacMartin

2006 Windveil GT V8 4.6L Manual
2006 Red Wine GT V8 4.6L Auto - RHD Conversion

Derek & Angela Liddington
Michael & Beverley Annan
Graham Bradley & Susan Picket

2015 Competition Orange Auto GT Fastback Coupe 5.0 V8
1970 Ivy Yellow Auto 302 Fastback
2016 Ruby Red GT Auto Coyote 5.0 V8

Amanda & Ivan Radovanovich
Bert Govan

2016 Magnetic Metallic Gray GT Auto Fastback (Stage 2)
2016 White/Blue Stripes Shelby GT 350 V8

Michael & Tina Harding
Jenny Dickson & Neil Smith
Nicola Conway

2017 Ruby Red Auto GT 5.0 Roush Stage 2
2018 Ruby Red Auto GT Fastback 5.0 V8
1996 Green Auto Coupe 3.8 V6

Phillip & Jonna Scorringe

1965 White Manual Notchback & 2013 Red 302 Boss Manual



CLUB APPAREL



Club Jackets:	\$85.00
Club Sleeveless Jackets:	\$80.00
Club T-Shirts incl kids:	\$40.00
Club Caps:	\$20.00
Club Car Sash:	\$15.00

EVENTS CALENDAR



Mainland Muster 2018
Update dated 8th Feb



AUG 17 Mainland Muster
Public - Hosted by Canterbury Mustang Owners Club, New Zealand

2018

17th - 19th Aug
Support :
Mainland Muster - Dunedin

1st Sept
Rock n Wheels Amberley

19th - 21st Oct
Support :
National Mustang Convention

10th Nov
New Brighton Rockabilly Show & Shine

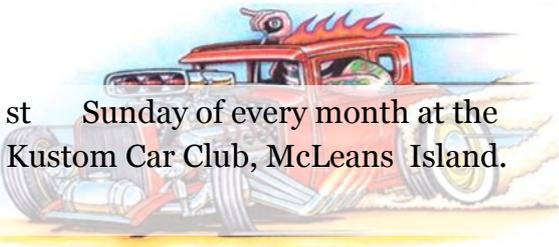
25th Nov
Selwyn Motorfest

8th Dec
Support :
CMOC Xmas Lunch



SEPT 2 Rock'n'wheels Meet 2018
Public - Hosted by Lisa Grimwood

Rodders BREAKFAST



1st Sunday of every month at the Kustom Car Club, McLeans Island.

2019

19th Jan
Support :
Cromwell Classic Car Show

17th Feb
Support :
All Ford Day (organised by CMOC)

SMOC NEW FACEBOOK PAGE



Southern Mustang Owners Club, New Zealand
Community group

85 Likes
19 talking about this



Check Out

Southern Mustang Owners Club NEW Facebook. Go to ;
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UP AND COMING

Helping out on this edition

Our Stig , Garry Jackson, Jeff Waghorn, Neil Lawrence, Paul Bowe, New Committee Members (Steve , Viv, Mike, Bob, Kathryn , Jeff) Glenn & Mark , Te Taka & Diane Thomson, — Thanks heaps.



For a brief time in history, the Ford Mustang was an unproven performer. Then the Shelby Mustang, a performance line of Ford Mustangs dreamed up by legendary race car driver Carroll Shelby, came along and changed everything. The world of the muscle car has never been the same.

Shelby helped to define Mustang performance in the 1960s by creating Mustangs that could perform well both on and off the track. Some famous Shelby Mustangs include the Shelby GT350, the Shelby GT350H Hertz "Rent-A-Racer", and the Shelby GT500KR.

SHELBY



In the next Edition we celebrate all things Shelby. So if your pride and joy is a Shelby, then please contact us to have your profile featured in the Burble.

We also look at the enduring friendships among club members, which is one of the hallmarks that we all remember when we first joined the club.

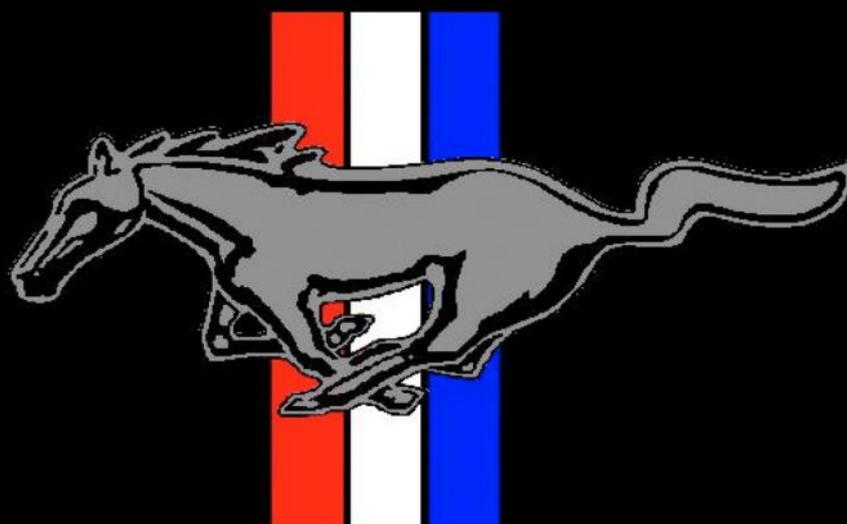
Naturally, we will be covering both supported CMOC events, Nelson, South and Mid Canterbury activities and all things that make us one of the best car clubs in New Zealand.

So don't be shy, write to us and we will polish your article for the next Edition!

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