

December 2018



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WHAT IS MACH 1 ?

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PRESIDENT'S MESSAGE



*Season's greetings, and I'm sure we're all reflecting
on just*

how quickly 2018 has passed by !

As a club, this has been a "steady as we go" year. We're holding a very strong membership of just over 300, we've had a great year of events and activities, including a very well attended AGM, another successful Ruapuna track day, a great Southern Muster in Dunedin, and for many of us a fabulous time in Napier at the National Mustang Convention.

The Mustang spirit and legend continues to strengthen, helped by the new Bullitt models and the announcement that Mustang will feature in the 2019 Supercars championship.

2019 holds much in store for our club, particularly the long-lead planning for the 2020 National Mustang Convention that we will host here in Christchurch. Associated with this are likely to be some new developments with regard to the CMOC in the digital space, especially web site design and functionality. Early days yet, and more discussion and developments to follow.

Very best wishes to you all for 2019, and everything Mustang.

Best wishes, Garry



Special Thank you to all committee members

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PINK RIBBON RUN



A good number of club members sported something pink and mustered at Princess Margaret Hospital for this year's Pink Ribbon run to raise funds for the Breast Cancer Foundation NZ.

Pink Ribbon campaign aims to raise awareness about breast and gynaecological cancers, as well as raise funds for prevention programs, support services and vital cancer research.

Three Hundred Twenty Dollars was collected and donated to Breast Cancer research.



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HEALTHY

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Prostate Cancer



Classic Mustang

CAR SHOW



CMOC 39th National Mustang Convention Trophy Winners

- | | |
|----------------|---------------------------|
| 64-66 HARDTOP | - Stephen & Angela Smith |
| 67-68 FASTBACK | - Dick & Mavis Cleall |
| 05-09 FASTBACK | - Garry & Loretta Jackson |
| 10-14 FASTBACK | - Ray & Gail Spencer |

Congratulations to all winners !!!



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WHAT IS MACH 1?



The 1969 Ford Mustang Mach 1 was Ford Motor Company's response to GM's Chevrolet Camaro as the Pony Car war reached its peak. It was the meanest looking Mustang up to that point, humiliated the GT in sales to the point the latter got discontinued and could be optioned with the COPO rivalling 7.0-liter Cobra Jet engine. The 1969 model year was the first that saw drastic changes to the Mustang's design enter production. Although the original wheelbase was the same, the car grew wider with longer overhangs while lowering the roofline in a bid to make the car that much more aggressive.

The nose became sharper and quad headlights were the norm, with the ones on the outside of the grille sitting deep within rectangular cavities for a meaner look. The Mach 1 also gave its prospective owners a wide variety of choices in terms of not only engines, but also axles, transmissions, exterior trims and add-ons, interior and exterior colours. It was heaven for those who like to fiddle with forms in the dealership stuffing their cars with extras.



The car was only offered in Fastback form, now known as SportsRoof, so any hardtop or convertible 1969 Mustang you see with Mach 1 visual cues was not purchased that way from the factory. The offering was the same for 1970 with the Mach 1 only available as a SportsRoof although, by then, the car had gone through yet another visual refreshment procedure. This means that the 72,458 units built of the 1969 model year are the only ones with the quad headlight, low-slung allure. The Mach 1 was popular enough to stay in production until the dawn of the Foxbody which is when Ford returned to the GT moniker.



The company then revived the Mach 1 during the lifespan of the SN-95 as a mid-range model that sat above the GT but below the SVT Cobra. Since then, many rumors emerged hinting towards the return of the Mach 1 as a trim level for the sixth-gen Mustang. As we've reported back in May, it's far more likely that the Mach 1 will be resurrected as a model of its own right and an electric one no less. Until then, let's take a closer look at the original.

The Mustang did not escape this dreaded fate but, before it became an unrecognizable land yacht of sorts, they hit the sweet spot with the 1969 styling upgrades. Even without the let's-hit-the-track upgrades of the Mach 1, the Mustang looked meaner than ever and for good reason: its core rivals were growing and looking like they meant business so Ford Motor Company couldn't let their golden child fall behind.

WHAT IS MACH 1?



Ford extended the front and rear overhangs to make the Mustang bigger by 3.8 inches. Thus the wheelbase staying put at 108 inches. The roofline was also lowered by almost 1 inch. The lines of the car are punctuated by reflective stripes on the sides and across the upper edge of the rear end, just above the Mustang lettering where you'll find "Mach 1" written on the stripe itself.



The car was available with an aggressive-looking lower lip that drastically minimized ground clearance, but it worked alongside other racing-inspired elements on the car such as the scoop on the matte-black hood or the pins that held the hood in place. There was also an optional "Shaker" air scoop which was slightly bigger and attached directly to the air filter for obvious shaking effect.



The swage line on the side extends from the upper edge of the headlight crease all the way back to the edge of the rear quarter panel where it met a C-shaped air intake. That intake, positioned just aft of the door in line with the door handle, is the only one on the car's profile replacing the double side scoops that used to sit under the swage line on the earlier models.



The back of the car features three individual vertically-mounted taillights at the extremities, with the rear bumper acting as the lower edge with the reflective stripe marking the upper one. The car came with dual exhausts regardless of the engine choice and a fancy, chromed pop-open gas cap with all the necessary branding on it. All the inches added to the body plus all of the bits and pieces meant to show the Mach 1 could reach Mach 1 speeds took their toll on what was once the most compact of the pony cars. Thus, the 1969 Mach 1 weighs in at a respectable 3,254 pounds or 1475.99 kgs.

You have two-tone vinyl upholstery, high-back seats and teakwood-grained trim on the interior door panels and the dash.

The three-spoke rim-blow steering wheel is as large as you'd imagine it to be with three circular holes drilled in each spoke. You've got four gauges looking at you with the tachometer and speedometer in the middle and the fuel and temperature gauges on the sides. The passenger also has something to look at as he can examine the passing of time on the analog clock.

The three-spoke rim-blow steering wheel is as large as you'd imagine it to be with three circular holes drilled in each spoke. You've got four gauges looking at you with the tachometer and speedometer in the middle and the fuel and temperature gauges on the sides. The passenger also has something to look at as he can examine the passing of time on the analog clock.

WHAT IS MACH 1?



If, somehow, the sound of the array of V-8s available for the Mach 1 wasn't pleasing to you, you could roll the windows up and enjoy some level of tranquillity due to the improved sound deadening. All this meant that you could actually hear the music being played on the radio located towards the bottom of the centre console – also covered in wood trim. There was also a version available where the rear seats would fold for extra storage space.

This is the fun part with cars from the '60s. You could choose between four engine options and three transmission options. Depending on your choice of powertrain, you also got stiffer springs and shocks to cope with the added power.

With the same bore and stroke came the Cleveland V-8 which was a bit less elastic (max torque at 3,400 rpm and max power at 5,400 rpm), had less bulkhead strength, a lower deck, and a different crankshaft. The Cleveland V8, which debuted in 1969, had the timing chain chamber integrated into the block as well as very different cylinder heads when compared to the old Windsor.

The standard Windsor came with a 3-speed manual transmission although the car in the pictures has its Windsor mated to a 4-speed Toploader gearbox. There was also a 3-speed automatic for those who loved cruising around. Besides the two-barrel standard Windsor, there was also a four-barrel that put out 290 ponies. The 6.4-liter FE V8 was beefier still producing 320 horsepower and 427 pound-feet of torque.

The top of the line engine was the Cobra Jet 7.0-liter V8 which you could option with a Ramair intake.



That four-barrel mammoth produced 335 horsepower and 440 pound-feet of torque. The "drag pack" was offered with the Super Cobra Jet engine which came with cast iron tail shaft in place of the usual aluminium one. It also came with a "traction lok" rear axle with a 3.91 or 4.30 ratio.

All that power did not mean that the Mach 1 was only good in straight line – although it excelled in drag racing for the tweaked out suspension and rear shock absorbers made oversteering out of a bend something less scary to do, actually enjoyable for the trained driver.

The original Goodyear rubber helped the matter too.



MEMBER'S MACH 1

OWNERS : BRANDON & LEONIE VICKERS - FROM FATHER TO SON



This 1969 Mach1 was purchased by my dad in 1989 from Mainland motors which was on the corner of Ferry Road & Moorhouse Avenue. I still remember when dad turned up with it and I thought it was the coolest thing I have ever seen.

Dad said you car drive it as long as you wash it and put fuel in it. Needless to say my mates all wanted to go for a ride, I got my first speeding ticket along the southern motor way doing 120 km's which I kept a secret from my parents.

In 1991 the motor ran a bottom end and the motor was removed this is how the car stayed in a garage until the 2014 when the Heathcote river flooded which saw the water level above the top of the doors needless to say we were all devastated. So me and my wife brought the car and I spent two years doing a full ground up rebuild, This will always be my dream car we love taking this Mach1 out for runs and always get great comments which makes all the hard work worth it.



MEMBER'S MACH 1

OWNER : ANDREW LANGE - SPECIAL AND TREASURED



"Like any Mustang owner, my Mach 1 is super special to me. Just on six years of ownership and CMOC membership and the hits just keep on coming. Every time the key turns, you hear that 351 Cleveland rumble and feel those vibrations, a satisfied smile spreads across your face.

Why a 1971 Mach 1? The lines, the shape and styling cues that influenced the XA/XB/XC Falcon. My Mach 1 is something different and original. I am regularly the only 71-73 Mustang at events. I've grown to appreciate it more and more as I learn about the car.

I purchased my 1971 Mach 1 Mustang from Victor Keen in Otautau. Victor is a stoic Southern Mustang Club member, who was super keen to meet up again at 2017's Invercargill Convention to see his old Mustang in the flesh.



My first experience of a convention was the 2014 Christchurch Convention. What a show stopper! Hearing legends like Paul Fahey, and Leo Leonard speak was a standout moment. Winning a signed photo of Paul Fahey's Mustang at the silent auction was a welcome surprise.



I've enjoyed track days at Ruapuna, trips to Cromwell for Highlands 101 races, displaying at Omaka Airshow in Blenheim, special cake at National Mustang days, All Ford Days, car shows and club runs.

I recommend Petrolhead Breakfast, every 1st Sunday of the month.

MEMBER'S MACH 1

OWNER : ANDREW LANGE - SPECIAL AND TREASURED



Thanks to Gail and Ray Spencer for their knowledge in preparing cars for conventions, as I was lucky enough to win 2nd place for All Models 71-73 in Invercargill last year.

Thanks also to Rob and Shelley at the Mustang Centre for their knowledge and support in learning about all things Mustang. As one of the younger club members, it's great to learn from the masters!

Fun facts: 1971 Mustang Mach 1, 351-4V Cleveland, Ram Air, C6 transmission, sports deck rear seat, Light Pewter Metallic paint, 1 of 304 with this paint code/trim, originally registered in NZ 1974, smells of the '70s and as they say, "It's only original once".

Eliot Sinclair

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MEMBER'S MACH 1

OWNERS : STEPHEN AND DIANA BROWN - TEENAGE DREAM



As a teenager attending those early 70's race meetings at Levels Raceway, I absolutely loved those awesome sights and sounds of the mighty Mustang, Paul Fahey, Graeme Baker, Leo Leonard, were my hero's, at that age, I never envisaged I would own a mustang one day.

Dribbling over every Mustang I saw in the coming years to own one was always out of the question, my favourite was always a candy apple red 69

Mach 1 with black upholstery.

Well in 2010 I spotted one in Michigan USA, bought it and had it shipped to NZ, in the meantime I joined the Canterbury Mustang Club, car was still on the water, I registered for the 2010 Mainland Muster in Oamaru that year and turned up in the Japanese shopper, never before had I been in a Mustang and I was allocated to sit beside Murray Fowler for the run to Moeraki, no disrespect Murray but I was so looking forward to a V8, never mind I was rapt, next morning I was in the car park as everyone prepared to leave and just loved the sound of those V8's firing up.

My Mustang duly arrived and it ticked all the boxes, with a bit of tweaking to get it the way it suits me.

My Mustang is a 1969 Mach 1, candy apple red, black upholstery, 351, V4 heads, C6 automatic, N nodular 9 inch diff, magnum 500 period correct rims period correct matt black painted bonnet, the 12 slot rims with Goodyear wide ovals are on display in my man cave.

Diana and I have had some amazing trips away with the club and made some life-long friendships on the way. Diana and I reside in Timaru, we both run a Jewellery retail and manufacturing business Ron Brown jewellers Ltd, and have two lovely daughters and three cracker grandchildren.



MAKING HEADLINES

Car enthusiasts converging on Timaru for celebration of American cars

Joanne Holden - 16:07, Nov 14 2018

Steve Brown of Timaru will be taking his 1969 candy apple red Mach 1 Mustang to the All American Weekend.



JOHN BISSA/3

Car enthusiast Steven Brown will be cruising the streets of Timaru in his 1969 candy apple red Ford Mustang Mach 1 this weekend as part of the region's 17th annual celebration of American vehicles.

Brown, a member of the South Canterbury USA Classic Car Club, will be showing off his vehicle during the All American Weekend - his Mustang a common sight at the event since he bought it in 2010.

Although his interest in classic cars revved up while watching "American muscle cars" zoom past at Levels Raceway when he was a teenager, it was not until eight years ago that he bought his first.

AA Motoring

THIS ISSUE IN
MOTURING

38

Wheel Love

Garry Jackson and his Ford Mustang.

THIS IS A VERY EARLY MODEL, built during the first three weeks of production. A famous American acrobat bought it from a New York Ford dealership on the Mustang launch date in April 1964 and she owned it for 40 years. Then the car was brought to Hawke's Bay. I purchased it in 2007; it was a memorable drive taking her home to north Canterbury. We attract so much enthusiasm on the road - passers-by smile and wave. I often describe the car as a time warp: every detail is absolutely original and unrestored, including the paintwork and push button radio that only broadcasts AM frequency. **AA**



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

GET TO THE POINT

Get To The Point Day was held on Saturday 3rd November at Pleasant Point. Our local Lions Club organised the Vintage and Classic Car Show. The weather played its part much to the relief of all Stall holders and Vintage & Classic Car Owners.



The Car Show attracted 50 entries and raised \$340.00 for Heart Kids South Canterbury. The Peoples' Choice was won by a 1959 Ford Galaxie and our Mustang club member Pete Robertson won the gift basket in the lucky dip draw. Highlights of the day include the classic car show, dog trials, shearing competition, highland dancing, the live band, sausage eating contest, ice cream eating contest, and a big cash giveaway at the end of the day. A great Day! Story & pictures by Alister Paul.



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RICCARTON MARKET DISPLAY



For the 30th Celebration Riccarton Rotary wanted some additional attractions for the occasion.

A request to the CMOC for up to 30 cars was seen as reasonable as there were common charities that we both supported. Riccarton rotary has been able to put back over \$2,000,000 into the community

So on Sunday the 28th of October 19 cars of all models were displayed adjacent to the Harley Owners club display of bikes. Thanks to Kevin Rae for bringing 3 and John & Christine Quinn for bringing 2.

Luckily the weather gods prevailed and it was sunny. The event ran for 9am to 2pm and thanks for all those that participated, it was appreciated. There was approximately 8000 people at the market that day and I know that the people showing interest in the cars were across a broad spectrum with many younger ones, which is a good sign.

Story & picture by Bob Verrall



CMOC XMAS LUNCH



Another year rolls around, and it's off to the CMOC Christmas lunch in the superb grounds and restaurant of the Heritage Hotel in Hanmer Springs. Our Mustang is loaded with 10 somewhat bulky raffle prize baskets, the largest possible Christmas cake almost fills the boot, and the sun is shining!

This the fourth lunch that we've been to Hanmer Springs, and the organisation is now pretty slick, thanks to all those who play a helping role. This year, 136 CMOC attendees, a superb buffet meal, great company and friendship, the magnificent trees and mountain vista, and a wonderful drive there and back.

The presentation of the CMOC annual awards is always one of the special highlights. This year's winners were:

Service to the Club: Dennis and Viv Obrien, for their role in organising event and activities over the last year, and Dennis' role on our Committee, especially his involvement in helping draft our updated constitution.

Enthusiastic Member: Larry Connor and Lyn, always involved (and smiling) in all our activities, from the Southern Muster in Dunedin to the Convention in Napier, and everything in between

Most Entertaining: Dave Bannan, for his unexpected and highly polished one-man comedy act at the Southern Muster

Most Understanding Partner: Andrea Bannan!

Hard Luck Trophy: Jeff and Karen Waghorn, for their mechanical "challenges" on their long Convention road trip, to Napier, Coromandel and home

Spirit of the Canty Mustang Owners Club: our premier award this year went to Tony Schreuder, for what seems a lifetime on our Committee, participation in everything we do, and his always smiling and friendly personality with all members, whether they be new and longstanding.

CMOC XMAS LUNCH

The lunch had so many other highlights; the surprise and delight of the winners of the 10 prize baskets, the talented piano playing by Club Captain Rick Paulsen, our multi talented Santa Claus, and the smiles on the young faces when they received their presents.

It was a great day, and a pleasure for Loretta and I to handle the arrangements. Sincere thanks also to all those who helped. It's a special occasion for our club, the one event where the club spirit is very much to the fore, and the one time where the club's prosperity can be shared by all of us.

Best wishes - Garry and Loretta

PS ...a departing thought. What do you think should be our 2019 plan? After 4 consecutive years in Hanmer Springs, is it time for a change? Do we look for a suitable venue south of Christchurch to balance up the travel demands, and to make it easier for our South Canty members? Or do we stay with a tried and proven model that everyone seems to really enjoy? These are questions that the Committee will need to discuss early in the new year. If you have any thoughts, drop us a note...your feedback would be good.



PUBLICAN'S CHOICE

at the Hanmer Xmas Lunch was
this Mustang owned by

Peter & Suzanne Donaldson

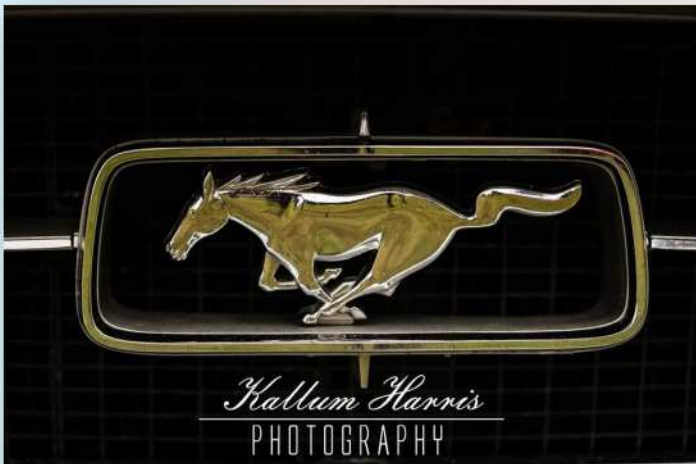
Well done guys!



SELWYN MOTORFEST

After a successful inaugural event in 2017 with proceeds again going to the Selwyn community and supporting The Canterbury West Coast Rescue Helicopter Trust this year. Last year's event raised \$28K.

More than 12 hectares of vehicles, market stalls, and famil-friendly activities made it a great day out for everyone. Even though the weather wasn't great, around 260 vehicles still made it out to Rolleston for the show including vintage cars, trucks, big rigs, Japanese imports, tractors, steam engines, and emergency vehicles including a few members and their Mustangs.



Special thank you to Kallum Harris Photography



OUR STIG!

SPECIAL MUSTANGS



All Mustangs are special. You can treasure them as they are, customise them yourself or get your hands on limited edition models.

Ford has produced many in-house versions themselves. Some of the **well-known** Ford produced models include the Mach 1, Cobra, Bullitt, Boss, SVO, Californian Specials and Anniversary models to name a few.

Less well known are the **Aviation Themed** one off Mustangs that Ford have produced and donated annually since 2006. These cars are auctioned off with the proceeds going to Young Eagles, an organisation that gets young people involved in aviation. These cars sold for between \$230,000 and \$500,000 American each!



Race versions: In 1969 the Boss 302 was produced to compete in the Trans Am racing series, along with the Boss 429 to compete in NASCAR. The Boss 351 was produced in 1970. FR500 Mustangs were produced by Ford between 2005 and 2009 as “turn-key” race ready cars. A FR500C cost \$125,000 American. These cars did not have the usual VIN chassis number, just a serial number. Boss 302R (Racing) and Boss 302S (Sprint) versions replaced the FR500 in 2012.



Warrior Mustangs: In 2014 Ford produced 50 Mustangs that were sold exclusively to military personnel serving overseas. They features updated trim and handling packages and were available in blue, black or silver with numbered door sills.



OUR STIG!

SSP Between 1982 and 1993 Special Service Package Mustangs were produced by Ford for the Californian Highway Patrol. These cars were modified by Ford to suit law enforcement needs. Nearly 15,000 were produced.



Outside companies: including Shelby, Roush, Steeda and Saleen produce highly desirable Mustangs by modifying the cars with their own components.

Component Suppliers: The sky really is the limit if you want to add some individuality to your Mustang. With the Mustang being hugely popular and produced in volume there are countless companies that make parts for Mustangs. Styling, suspension, performance and trim options are limitless. You can shop locally in Christchurch at a well-known outlet that specialised in Mustangs with friendly familiar staff or search the net and start dreaming. Every day is Christmas for your Mustang.



Mustang V8 Supercars:

The Mustang is ready for the Aussie Supercar series. Development, testing and homologation are all done. The first race is at Adelaide on March 2-3 2019. DJR Team Penske, Tickford Racing and 23RedRacing are all entering Mustangs next year. Book your spot in front of the telly now.



WELCOME NEW MEMBERS!

Brent Grimes	2016 Comp Orange GT Fastback 5.0 Auto
Chris Langley	2018 Race Red GT Fastback 5.0 Auto
Ross and Erica Cleland	2018 Green Bullitt 5.0 Manual
Warwick and Rachael Lynch	2018 Black GT Fastback 5.0 Auto
Sandy and Dick Webb	2016 Black 5.0 Manual
John and Thea Haggitt	2007 Black GT/California Special
Evgeny Rubarch	2017 Triple Yellow GT V8 5.0 Auto
Chris Nee	995 Deep Forest Green GT Coupe 5.0 Windsor V8 Auto



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

EVENTS CALENDAR



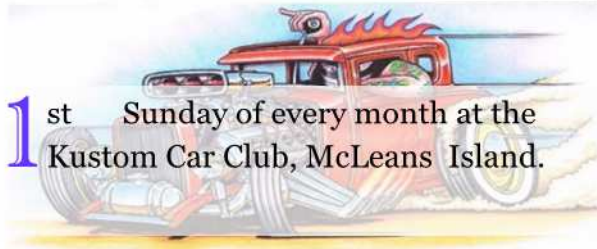
JAN 19 CMOC weekend - 2019 Cromwell Classic Car Show



FEB 2 Race 3 - Ruapuna Skope Meeting
Public - Hosted by Mainland Muscle Cars



Rodders BREAKFAST



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

2019

6th Jan

Hosted :

CMOC Club Picnic - Glen Tunnel

19th Jan

Support :

Cromwell Classic Car Show

2nd Feb

Support :

Ruapuna Skope Meeting

17th Feb

Hosted :

All Ford Day (organised by CMOC)

23rd Feb

Support :

Hanmer Motorfest

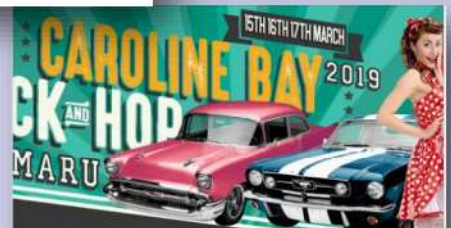
15th Mar

Support :

Caroline Bay Rock & Hop



FEB 17 All Ford Day 2019 (organised by CMOC)
Public - Hosted by Canterbury Mustang Owners Club, New Zealand



MAR 15 19 Black at Caroline Bay 2019 Rock and Hop, Timaru

SMOC NEW FACEBOOK PAGE



Southern Mustang Owners Club, New Zealand
Community group

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19 talking about this

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UP & COMING

Helping out on this edition

Our Stig , Garry Jackson, Brandon & Leonie Vickers, Andrew Lange, Stephen & Diana Brown, Alister Paul, Bob Verrall, Diane Thomson and Dennis & Viv O'Brien

Thanks heaps.

- Thank your to everyone who has supported us as Editors over the past two years., its been fun.

Lastly, SPECIAL THANK you to ALL members of the Club for a Great Year. That's 2018 , done and dusted.

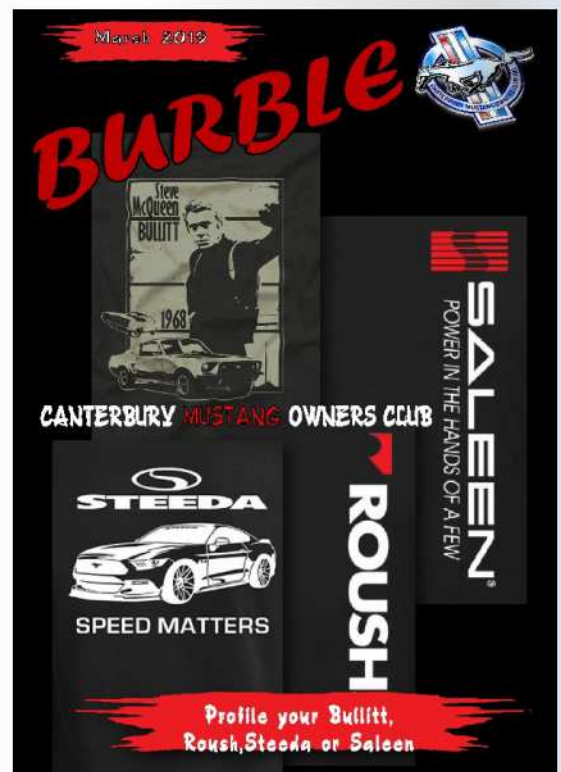
Welcome to an exciting CMOC 2019

In the next Edition we celebrate those members who own either a Bullitt, Roush, Steeda or Saleen Mustang. We will be looking to profile a few members and their ponies, so expect a call or email from us Editions to have your Mustang featured in the Burble.

Please submit by 31st March. 2019.

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!



Burble Submissions:

Members are encouraged to submit articles, photographs, and other items of interest. We appreciate contributions from members and every effort will be made to publish them. However, the Editor reserves the right to edit, modify or not to print submitted material.

Text submissions should be submitted in MSWord Photographs should be submitted in JPEG format and the photo size no larger than 10 x 15 cm.

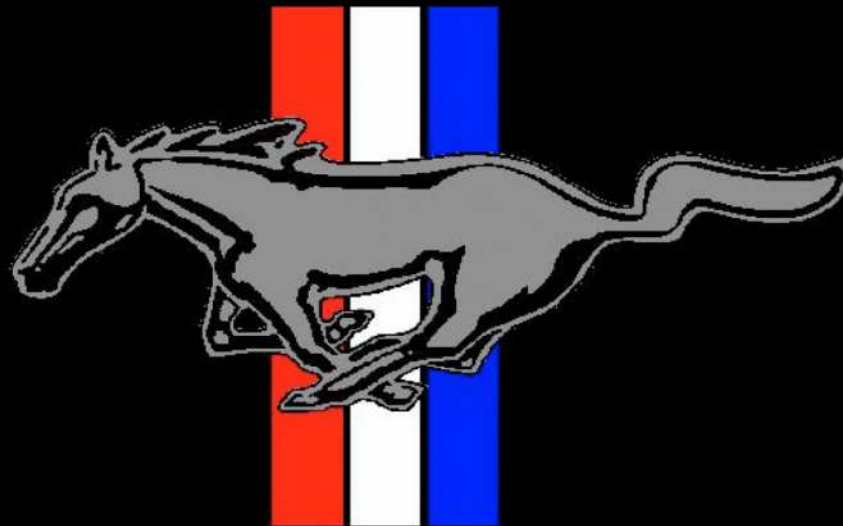
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