

June 2015

Canterbury Mustang Owners Club



BURBLE



Website: www.nzmustang.com/Clubs/Canterbury.htm

PO Box 22389, Christchurch 8140 - Email: cmocinc@gmail.com

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CMOC Committee

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Committee	Mike Hart	03 9421858	021 041 7348
Committee	Loretta Jackson	03 3147131	027 482 4403
Committee	Dennis O'Brien	03 3583195	021 187 8488
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Committee	Tony Schreuder	03 3221215	021 065 6945
Committee	Paul Whiting	03 3227452	
Timaru Rep	Alistair Paul	03 6147362	0274 357 060
Southern Rep	Wendy Hamilton	03 4371363	021 462 299

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WELCOME NEW MEMBERS

Nigel McGill & Ngaire Bonnie

1969 Red Mach 1

Mark Lawson

1967 Blue/White Fastback

Craig & Caroline Marston

1966 Copper/Orange Notchback

Shane & Elizabeth Dacre

1967 Black Notchback



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FISH AND CHIP RUN MARCH 15TH

A group of 23 Mustangs and 45 club members met at the Peg Hotel and departed on a short run around the country roads of North Canterbury.

Through to Ashley where we encountered a bit of a surprise to see that the new Ashley river bridge was open, although a little unfortunate as the approaches were still under construction and were a little muddy, sorry to those of you who polish your cars floor pan. Taking a right turn from Sefton and out to the main road.

On to Woodend where there was a choice of two Fish and Chips shops. Then off to Pegasus, where another surprise greeted us with a road being closed to the intended destination.

Boy Scout John Quinn found a sheltered spot out of the wind on the jetty. A nice lunch was had by all, bit of a chat and away home.

Thanks to everyone who attended the leisurely couple of hours.



Dave



President's Report



It was great seeing a good cross section of club members along at the recent Annual General Meeting. I know when I see the reference to AGM I can think "I better not go along as I don't want to be on the committee".

Thankfully that doesn't happen unless you express an interest in representing your club. It is however great to have the support of the wider club membership at this important annual happening as it's the appropriate avenue for our members to express their thoughts, ideas and issues.

Three of the committee stood down this year so I record on your behalf the club's appreciation for their respective involvement. Thanks to Rob Donaldson, Julie Johnson and Nigel Northcroft. Joining the new committee we have Dennis O'Brien and Loretta Jackson. I look forward to working alongside all existing and new members to the club's executive and committee.

In the 10 years that I've been involved with the committee the change in the style and frequency of communications has changed dramatically. I recall getting the Club's magazine mailed out to us along with a schedule of club events. If I lost the events list then I'd just wait until the next newsletter came out in a few months. Now we have an endless stream of communications to follow. This is what social media brings us. There's no longer any reason for any of us not to know what's coming up on the events calendar. Time to again record our thanks to Ann for keeping us updated with all things Mustang.

I hadn't driven my 1967 fastback for a couple of years, boy I had forgotten what a cool car it is to cruise around in. I only mention this as I know that we have heaps of members that just don't seem to get around to getting their car out for a run, well at least we don't get to see them on organized club runs. Although these events aren't difficult to arrange they do take up the personal time of our committee. Cars don't like being kept in the closet. It's time for them to come out. See you at a club run soon.

They're back – monthly club nights. This came out of the AGM and it's really great having the opportunity to share a yarn with a fellow club member. We'll be hosting events, normally on a Tuesday evening, but at varying stages of the month. Locations will also change around. I reckon you'll need to keep an eye out for your club emails. We'd love to hear ideas of outings that you can get your club members access to.

Keep on cruising

Jeff

Jefkar



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Club Captain's Report

Hello again Mustangers

Well the AGM has come and gone again and I would like to thank the outgoing committee members ,and welcome aboard the new ones.

We are under way with planning of the Southern Muster for 2015. This year it will be in Omarama. If you have never been it is one of the best weekends we have away.

We have also resurrected club nights. The first one was a great success with a great turn out. They will be held on a Tuesday of each month, sometimes at a Pub for a Nog and Natter and other times at an event like Dirt Karts.

(Watch your emails for dates)

The annual car rally is also on its way so get ready for makeup sex after arguments caused by bad navigation on the day.

I would also take this time to welcome new members to our ever increasing numbers to our club. I hope to meet you on an event soon.

Last of all I would like to thank my wife Andrea for putting up with me being on the committee yet again

Cheers Rick

(Still your Club Captain)



Eliot Sinclair

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South Canterbury

All America Day



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Kathryn & Car made headlines in the Timaru Herald

On March 28th The All American Weekend was held in Timaru. Saturday afternoon at 4-30pm 55 cars left Caroline Bay for a 45 minute drive down around the Timaru Port and out-skirts of Timaru arriving at Bill & Shona Weir's property to view their collection of Chev cars, International trucks & tractors, well worth seeing. The Mustang contingent then met at the Lone Star Cafe & Bar for dinner. There was 33 of us and we had a social hour before our meal at 7-30pm. Lone Star treated us very well & provided six raffle prizes, two \$50.00 meal vouchers and four T Shirts. Other prizes were donated by our local members and \$168.00 was raised for Canterbury Mustang Club. It was good to see people from Christchurch, Ashburton, Oamaru, Waimate & Dunedin, making an enjoyable night. Rumour has it that Timaru's Night Club Scene isn't too bad either ask Ann & Andre !

The next day The All American Car Show was held down at Caroline Bay with a great line-up of 120 cars, very entertaining wandering around admiring and talking with like minded people. Canterbury Mustang Club had a total of 20 cars for the day. Heart Children South Canterbury run food stalls and the \$5.00 entry fee for each car went to this very worthy cause.

The Peoples' Choice went to local businessman Ashley Milliken with his 1926 Buick Master 6. Raffles were also drawn which resulted in quite a few winners, always a bonus for a good day out.

We look forward to next Year.

Cheers Alister & Bronwyn



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

Me and My Cars

As a past editor of our magazine I know how from time to time it becomes difficult to rustle up a story or article to fill the pages and keep it interesting, so with this in mind I hope this article will start the ball rolling and get our members to submit an article about themselves and their interests, so that our editors will feel that our club as a whole is contributing.

Jenny and I joined the club after a trip to Omarama on the Mustang Muster with our friends Ross and Barbara Norton. At that stage we did not own or had even considered buying one but after that weekend and looking for a new project the rest is history.

To go back a few years (well maybe more than a few) to when I got my first car at the age of 16 that's 53 years ago, a mate and I went halves in a 1930 Model A 3 seater roadster, which we dragged out of a farm shed in Doyleston, fifteen pounds was the asking price, but we managed to bargain it down to ten pounds, and so the journey with cars began.

With the Model A on the road, painted white, with red 35 V8 16 inch spoke wheels with whitewall tyres (you get the picture) we soon realised that two guys and two girls don't fit into a three seater so I sold my half to my mate.

One of the things that I can really thank my dad for was his passion for cars and how to fix and maintain them, and in those early days all we could afford was someone else's cast offs, so a repair manual and your own (or a mates) tools were a must.

Over the years I have bought and sold, trashed and bashed, raced and rallied, loved or hated more cars than I care to remember, a few I wished I still owned like the 1936 V8 coupe I sold to my mate who turned it into a stockcar, that car now would be worth around \$60 to \$80 thousand, or the 1938 Morris 12 coupe that I pulled out of a garage which was leaning on it in Cranford Street, I patched the car up and got it going and sold it off, then found out later it was the only one bought into New Zealand and that very few of them were ever produced, or still existed in the UK.

Today as an everyday car, you would think in my retirement I would go for a modern, reliable, comfortable vehicle, but no ! you will see me around in my 1965 MK1 Cortina, which I can still fix and maintain and have a bit of fun with.

In the next magazine I will tell you about how and where Jenny and I got our Mustang from in the meantime please consider putting pen to paper with a bit about yourselves and help our Editors out.

Brian



You could just imagine Brian being behind the wheel of the cars below !



1930 Model A 3 Seater Roadstar



1936 V8 Coupe



1938 Morris 12 Coupe

Sunday Cruise to Homebush

SQ 297, ETA 9.30am. Shanghai to Christchurch, via Singapore. The plane lands on time, home to Amberley for a shower, get the Mustang (which Loretta had done such a good job cleaning) out of the garage, drop into a gallery in Chch to see daughter Erin and her fundraising event for the City Mission, coffee with my mum for a compressed 4 week catch up, and into the car park at Yaldhurst on time for the run....pewh!

We could all tell it was going to be a great outing because of the incredible turnout. I'm not sure of the final count but it seemed like 40 plus cars as we pulled out onto the highway heading west. Murray and Wendy Marshall were a couple of ponies ahead of us, so we knew we wouldn't get lost!

A lovely autumn day, blue sunny skies, through West Melton, Charing Cross, Hororata, Coalgate and up the beautiful driveway into Homebush. We all arrived pretty much at the same time, and the grounds quickly filled with a superb array of Mustangs, from the oldest to the latest (have you seen John and Christine's 2013 California Special, and the smile on their faces!). The cars looked great under the trees, superbly photographed by Ann and displayed on the club facebook page within hours.

John and Christine with the help of Brian & Jenny Neville had not only arranged a wonderful open air afternoon tea, but we were also treated to the full Deans family history by local historian and trust member Colin Wilson. He spoke authoritatively, enthusiastically and with humour about the generations of the Deans, the farm, and the generations and the challenges they faced. Loretta and I had a personal connection to the story, but we weren't sure it would come up. But it did, when Colin mentioned the Manson's and the Gebbies, the two families who had come to NZ in company with the Deans in the very early 1840's, well ahead of the first four ships. Samuel Manson was chief carpenter for the Deans, building the Deans cottage ahead of the Deans arrival (the oldest remaining building on the Canterbury Plains). The Deans family used the cottage whilst the subsequent Riccarton House was built. And Samuel Manson was my great great grandfather!

After the history lessons, the savouries, sandwiches, cakes and coffee, we walked around the newly constructed dwelling that replaced the original homestead, destroyed in the Sept 2010 quake. We had previously walked the property and gardens as part of a fundraiser soon after the quake, and our personal hopes were that the original building would have been replaced with a similarly significant and appropriate construction. House design and construction is always a very personal issue, but we're not sure the new dwelling quite fits the historical and heritage environment of the site...but that's just our opinion.

Whatever, it didn't distract from a really great day. Great company, great cars, great weather, great location. Thanks to John and Christine Quinn and Brian and Jenny Neville . It was a great welcome home, and a far cry from Shanghai 24 hours earlier!

Gary Jackson





Ford's Secret Mid-Engine Mustang

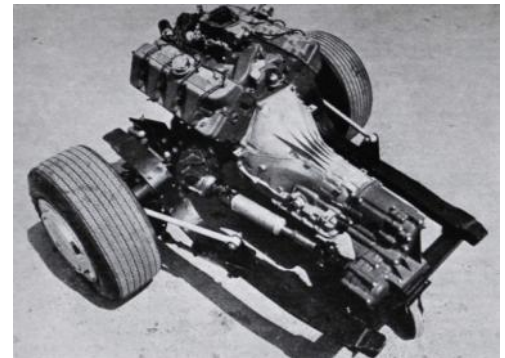


1969 Mustang Mach I rear window viewIn 1969, Ford built a single prototype for a mid-engined version of the Boss 429 Mustang. Here's the story on this wild machine.

We've teased a bit of this tale before here at Mac's Motor City Garage, including it in the feature Five Forgotten Ford Mustangs (April 14, 2014). Here's more. Built by Ford Motor Company's Special Vehicles unit and its private Detroit-area skunkworks, Kar Kraft, this fascinating 1969 project was known internally as the LID Mustang. LID was short for Low Investment Drivetrain—a mid-engine configuration done on the cheap, using as many off-the-shelf components as possible.

One notorious issue with the production Boss 429 Mustang of 1969-1970 (1,358 examples built) was its poor weight distribution, the result of cramming a big, iron hemi V8 between the front wheels of a lightweight Mustang coupe. The LID concept addressed this problem by relocating the engine from the front to the rear. Here's how the deed was done.

1969 Mustang LID drivetrainA standard Boss 429 engine and C6 automatic transmission were turned around backward and installed in a removable rear subframe, with the engine centered directly over the rear axle centerline. A custom-built transfer case turned the output 180 degrees and fed it to a 9-inch Ford rear axle, which was converted to independent operation with articulated half shafts and u-joints. A special axle housing incorporated an engine mount and pickup points for the Koni coilover shocks and rear control arms. The modular, drop-out layout was obviously devised with low-volume production in mind.



1969 Mustang Mach I LID left side On the outside, the LID Mustang looked much like a standard 1969 Mach I Sports roof, with little to give away the revised engine location. The stamped steel wheels, eight inches wide at the rear and six inches in the front, were reverse offset (in front-wheel drive fashion) to preserve the stock track width, then disguised with full wheel covers borrowed from a Lincoln. The rear seat was removed and the area trimmed with black carpeting, while up front, the former engine compartment housed the battery, radiator, and air-conditioning condenser, with electric fans to provide cooling.



1969 LID Mustang rear hatch For access to the big V8 out back, the rear glass was replaced with a Sports Slat rear louver assembly mounted on hinges and folding struts. The LID project was a complete success in this way: The Boss 429's weight distribution was changed from 60/40 percent front to 40/60 rear. But to the engineers' surprise, except for a reduction of wheelspin, there was no significant improvement in performance. With that discovery, the LID Mustang program was stopped in its tracks.



So what was the fate of the lone mid-engine Boss 429? According to a short article on the beast in the December 1970 issue of Motor Trend, at that point it was awaiting its appointment with the crusher at a Detroit-area salvage yard. Since the unique Mustang hasn't been seen since, we presume that's where this story ends.



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Thanks to Mary & Stephen



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AGM Run



On Sunday 3rd May (the morning after the 2015 AGM) we met at the Kustom Car Club on McLeans Island for Petrolhead breakfast. After wandering around the great turnout of cars about twenty mustangs gathered and left on a 60 kilometre run at 11 am.

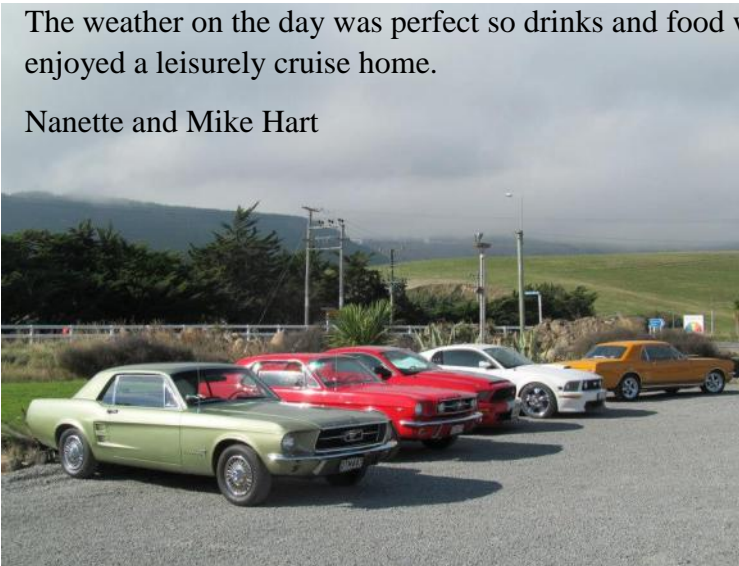
As Garry Jackson did not have Loretta as his navigator our son Vinnie swapped being the back seat passenger in our 1966 Mustang notchback for being the front seat passenger in Garry's 2008 Saleen Gurney. He enjoyed the different ride and all the car-guy chat.

We headed towards West Melton and pulled up at 'Barnscote', the West Melton Road property of Stephen and Mary MacLachlan. Each mustang driver was presented with a beautifully hand-made wheat and dried flower posy. A nice touch for the day!

Passing through Rolleston, Lincoln and Tai Tapu we veered off at Gebbies Pass and headed to the Wheat-sheaf Tavern. A couple of ponies were late arriving at the start point and managed to get themselves lost along on the way but eventually arrived at the destination.

The weather on the day was perfect so drinks and food were had in the garden outside and everyone enjoyed a leisurely cruise home.

Nanette and Mike Hart



2015 All Ford Day Update



Club Captain, Rick Paulsen presents Therese Angelo, Director Air Force Museum of New Zealand, with a cheque for \$1,000.00 proceeds from the 2015 All Ford Day run by Canterbury Mustang Owners Club.

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Buller All Ford Day

The Mustang Club and The Falcon Club met at The Peg Hotel on Saturday morning and three of us tagged on the end as they came through Waikuku. We stopped at Culverden , met up with Dick and Mavis, got a coffee to go and headed to Reefton , where it had just started raining, for lunch. Then on to Berlin's Café for coffee, by then it was pouring with rain, but what great scenery. We then left for Westport and registration at the Working Men's Club.

Westport put on a great day for the car show with about 84 cars on display. There was a bus trip organised that you could go on to see a tractor display at a local farmers property. Prize-giving night was at the Buller Working Men's Club with the Canterbury Mustang Owners Club getting best club display.

Next morning we headed off to breakfast at the local hall for our whitebait patties, then farewells and time to hit the road back through the Lewis Pass. Great weekend.

Kathryn



Sprucing up for the show





SHOW



DAY



Special Edition 2015 & 2016 Mustangs coming to the market

With the release of the 2015 Mustang it was inevitable that the aftermarket specialist would soon be back at work getting their "special editions" ready for sale. As is the norm for Mustangs, everything from bodykits to full performance upgrades are on offer. This time however, the Ford Motor Company is also in the mix to a greater extent with it's own models and a greater visibility of the Ford Performance Group. Ford has definitely set it's sight on a much larger share of the aftermarket performance enhancements pie whilst at the same time warning the established groups like Saleen and Roush to keep their cars affordable or risk a nil supply senario.

Here is a brief look at what is on offer.

Ford GT350 and GT350R
500 plus HP



Roush Stage 1, 2, or 3
From 435 to 670 HP



Saleen S302
Up to 675 HP



C. M. O. C. 2015 Committee



BACK ROW: Secretary - Ann Baird, Raylene & John Reekers, Club President - Jeff Waghorn, Club Captain - Rick Paulsen, Tony Schreuder, Vice President - Garry Jackson

FRONT ROW: David Bannan, Paul Whiting, Mike Hart, Loretta Jackson, Dennis O'Brien, Treasurer - Christine Quinn

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or this

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A huge thank you to all who have contributed to this edition of the June Burble. Great effort guys and girls.

Here at the current Burble Headquarters we would warmly welcome contributions from fellow club members so don't be shy in coming forward.

Also over the last year two advertisers have decided to no longer advertise in our club magazine so if any club members know of persons/businesses that would be interested advertising in our club mag send them our way. (cmocinc@gmail.com)

Club Jackets & Caps



Mens/Ladies Jackets - \$85.-00

Mens/Ladies Sleeveless Jackets - \$80.00

Caps \$20.-00

Club Car Sash \$15.00



UP & COMING EVENTS

23 June	Nog 'n' Natter – Speights Alehouse Bealey Ave 7pm
14 July	Hangar Visit
26 July	Annual Car Rally
4 August	Nog 'n' Natter – Location TBA
21-22 August	Mid Winter Muster – Omarama
1 September	Dirt Karts
18-20 September	Kaikoura Hop
24-26 October	National Convention – Taranaki
6 December	Christmas Lunch

Club Website	http://www.nzmustang.com/clubs/Canterbury.htm
Club email address	cmocinc@gmail.com
Facebook	Canterbury Mustang Owners Club – 'like' us and receive the updates https://www.facebook.com/CanterburyMustangOwnersClub

Club Apparel – now available. Orders (and payment) by the 15th of the month, and the items can either be posted, or available to pick up at the next Nog 'n' Natter.



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EVENTS



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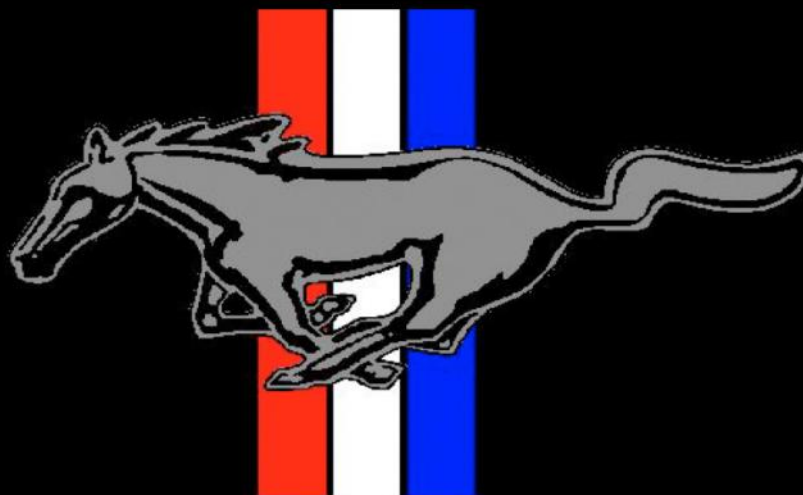
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