

SEPTEMBER 2015



Canterbury Mustang Owners Club

BUBBLE



Website: www.nzmustang.com/Clubs/Canterbury.htm
PO Box 22389, Christchurch 8140 - Email: cmocinc@gmail.com

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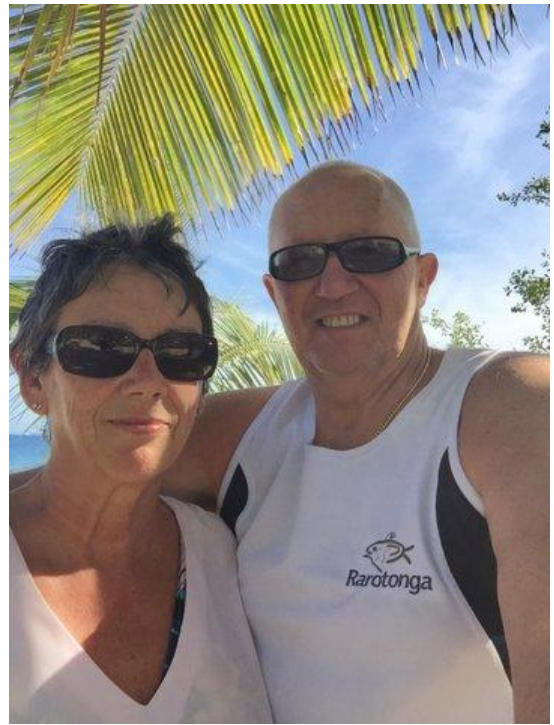
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"We'll see you right"

HILLSIDE 



President's Report



Welcome to our Spring Edition of Burble, that's right its spring already and the time for you to do all those little jobs on your prized pony that you had promised yourself you would get done during winter. Still it's never much fun pottering around out in the garage on those cold winter nights. No excuses now though folks. Groom those babies.

Not only with our own Club organized events, but with all of the other runs and displays that other groups host, we're all in for a busy six months. You'll get to read more about our club events elsewhere within this edition of Burble and of course from Ann's regular online updates. Obviously it's entirely up to you how involved you get in your clubs outings as we do appreciate that all families have many other priorities on your time. We just trust you get along to as many events as works best for you.

We have just had the opportunity to enjoy a weekend run to Omarama where we joined up with a small but hearty bunch from the Southern Club. What impressed me most about the weekend was the diversity of ages and styles of Mustangs. Ten years ago almost the entire group would have been cruising in ponies from the sixties era, this has certainly changed to post 2000's for these away from home runs.

For me "cool cars" remains those early Mustang's and I know that many of you driving more modern cars have retained your original cars. Let's ensure we get to see those neat original Mustang's as often as possible for around home outings this summer. Our Club was born out of these iconic sixties Mustang's and we should never forget this.

Over coming months we will get to welcome many new members to our club as these people become first time owners and drivers of the new right hand drive Mustangs that are due to arrive in Ford Dealerships around New Zealand. These new generation Mustangs are in the build process right now and the initial delivery of around 300 cars is pre-sold. Exciting times are ahead.

Keep on cruising

Jeff

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CLUB CAPTAIN'S REPORT



Hello again.

We have made it through another winter and Summer is just around the corner. It has been so good to see so many cars out and about at the last few events we have organised.

The yearly car rally had a record turnout with 40 cars attending. A huge turnout to the Southern Muster also. There are plenty of events planned over the next few months. Kaikoura Hop, USA Day, Xmas Lunch and Burger Runs to name a few.

It is also only a few months till we see the 2015 Mustangs out on our roads.

So exciting for those in the club waiting for one.

Our Club has over 230 members and in the fifteen years I have been in the club there are still cars and people I have never met or seen.

Don't be shy if you are new or old to the club come out on a club run we will try to make you feel welcome.

Cheers Rick



Eliot Sinclair

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Congratulation to Tony & Sharyn on their engagement



**WELCOME
NEW
MEMBERS**

Victor Casware	2015 GT Premium 50th Edition
Brent & Simone Williams	2005 GT Convertible
Neville & Janine Atkinson	1994 GT Convertible
Peter Bangma	2009 Shelby GT 500

Club Jackets & Caps



Mens/Ladies Jackets - \$85.-00

Mens/Ladies Sleeveless Jackets - \$80.00

Caps \$20.00

UP & COMING EVENTS

17-20 September

Kaikoura Hop

26 September

Classic Car Show Pioner Stadium

10-11 October

Swap Meet McLeans Island

24-26 October

National Convention – Taranaki

1 November

USA Day Woodend

6 December

Christmas Lunch

2016

16-17 January

Cromwell Classic Car Show

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

CLUB NIGHT 14 July - HANGAR VISIT

A good turnout of people attended the visit to Air New Zealand's Hangar, and being school holidays it was great to have some younger members attending.

Grant, Graeme and Kayne, Air NZ colleagues of mine very kindly assisted on the night and we divided into four separate groups for our tour.

The Hangar opened in 1978 and is the size of 1.3 football fields inside with an additional 10,000 sq feet of workshops. It can house 6 medium sized aircraft and a bit more with creative juggling.

There was a ski equipped Lockheed Hercules C130 used for going to the Antarctic nearing the end of several months of a major wings off overhaul, an Air NZ Airbus A320 in final testing after two months of heavy maintenance. The A320 is now our main passenger jet. We have only two Boeing 737's left now and they finish flying in the next couple of months.

A NZ Air Force Boeing 757 was in the early stages of a six week check. The Air Force has two of these they use for moving freight and personnel. There was also a Virgin Australia Boeing 737 in for a visit of 1 – 2 weeks. We do a lot of work for Virgin. A Jetstar Airbus A320 also arrived while we were there for overnight maintenance.

Four huge doors 100 feet wide and 66 feet high on two sets of tracks open to get aircraft in to the hangar.

People were able to get up close and personal with the aircraft and get an idea of how they are made and how they fly. We got lots of good questions and hopefully you got equally good answers.

Thank you all for attending. It would be nothing without you. If anyone missed and would like a tour let me know and I will arrange a time.

Dennis O'Brien



Kiwis on Route 66



I have just returned from a month-long drive of the new 2015 Ford Mustang Convertible in the US, the focus of which was Route 66. As a classic car nut, this was high on my bucket list and last year, after researching various alternatives, I signed up for a tour along with other like-minded Kiwis, led by Noddy Watts (The “Beach Hop” organiser), under the guise of ‘Kiwis on Route 66’. Noddy leads one or two tours along Route 66 per year and couple of others in other parts of the US. They are extremely well organised but not over bearing – you can totally be an individual and (apart from a couple of areas), there is no driving in convoy.

One of the attractions of the trip was that not only did you travel Route 66 all the way from Chicago to Los Angeles, but also you drove to Chicago via the Northern route rather than just flying so you got to see much more of America. (We were even in four states in one day). The cars were Mustang convertibles from Hertz. As a Mustang owner that suited me well. Each tour consisted of 20 cars.



Imagine our delight when on the morning after our arrival, we were greeted not only by 2015 Mustangs, but also brand new ones! Ours had just 4.5 miles on the clock being assembled just one week before the tour. Mine was Guard, (a very dark green) and the group also had Race Red, Shadow Black, Ingot Silver, Magnetic and Deep Impact Blue. Thanks to Hertz and Noddy, the trip was off to a great start.

The cars were all US spec with the 3.7L V6 engine, but none the less, they were the new model. Over the next 4 weeks and 5,700 miles (9,000 km), we got to know them very well.

The new model harks back to the original with the shark bite front fascia and the tail lights resembling the 64-68 models. I must say that I do love the sequential indicator lights. They still have the trade mark Mustang long and sculptured bonnet and looks and feels as they should. The new model is still quite new in the US and we did attract a bit of attention from time to time.

As to the car itself, even though ours were convertibles, they never felt cramped, even when we did (at times) have 4 adults in them. The front seats have sculpted backs to allow for knees of reasonable sized adults. The boot (trunk) is reasonably large – we could fit 2 large bags plus 2 smaller bags in them and this is an improvement on recent models. I went Mustang shopping and got to experience a Fastback also and the boot is even larger with folding rear seats to increase capacity. Even the base model gets twin exhausts and they did sound great in the higher rev range. The auto box work well when left alone as well as in sport with the paddle shift. On long downhill sections when in cruise mode, the box changes down to maintain a constant speed. The auto is smooth and never got caught out in operation.

Ergonomics were pure Ford, all easy to adjust and get used to. The dashboard has so many options for readouts it would take too long to go through here, but I can guarantee that you will have fun with some of the information, graphs, gauges and electronics. For the first time, Mustang has adjustable power steering including sport, comfort and normal. You could really feel the difference between each one of them. I used comfort around town and sport outside town. The sport setting allows more feel and feedback from the road that is often missing from other systems. It requires a bit more effort (not much), but overall a good choice and worth it for the increased feedback. On our models we had lane change inserts in the side mirrors, the premium models have electronic warnings. The convertibles were fine for cruising at any speed with the roof down and had minimal buffeting. We did find that on freeways and interstates it was more comfortable with the side windows up though. The roof is easy to raise and lower and don't need the handbrake on anymore as long as the vehicles are stationery or at very low speed. There is just one easy central handle and a handy feature is that all windows lower automatically when you start the process. We experienced hot temperatures (often over 40 deg) and the A/C worked very well at keeping us cool, with or without the roof up.



Kiwis on Route 66



The Mustangs now comes with a proximity key and a long distance car finder. We tried out this feature on more than one occasion in multi-level car parks and in huge parking lots like the Grand Canyon where there are hundreds of cars parked. I can report that this does work. One of the people on our tour, was locked out of his car when he left his key in the car and got out – it intelligently thought that it should lock itself. Fortunately the window was down and he could get his arm in. We often left the car with the roof down and the proximity alarm on.

Other (hopefully US market only) quirks – no spare wheel, just an electric pump and goo. A couple of our people had flat tyres and they did struggle. Ford NZ, can we please have a proper spare? Also, there is no cap for the petrol cap – what is that about? You just insert the nozzle for refuelling. Tried as I could, I couldn't get the nozzle out without spilling some petrol drips.

One of the main changes to the new Mustang is the independent rear suspension. I can report that it has made a difference and it really does handle now and feels sure-footed and inspires confidence.

We drove to Chicago via the northern route. Thanks to the US speed limits (70-85 mph) and some leeway given by the highway patrol on the interstates, we were able to cover some large distances and cruise control was essential there. At one stage we had it on 90 mph for 2.5 hours non-stop.



Route 66 is all you have heard about and more, and thanks to Noddy, we met some of the true identities of the road. It just shows what happens when the interstates bypass small towns. We went to numerous ghost towns, diners, abandoned businesses, motels and petrol stations, all just sitting there after their owners walked away. The Route doesn't go all the way down now. In some places the interstate is on top of it, sometimes right beside and in others closed and overgrown. We stood on the Corner in Winslow, Arizona, had lunch at Peggy Sue's 50's Diner (very authentic), stayed at the El Rancho Hotel in Gallup and visited numerous museums and businesses that have adapted to the change in the status of the Route to Historic Route 66.



We also met Angel Delgadillo, the Father of Route 66, who had an idea to save the Route and lobbied the government to bestow the "Historic" status to attract tourists and the rest now is history. Angel is now 88 years old and works in Seligman as a barber, still administering shaves with a cutthroat razor if you are game! We finished our trip at Santa Monica Pier (LA) the official end of Route 66.

Overall impressions of the new 2015 Ford Mustang:

- It is still a Mustang
- It is true to the original
- It now handles very well
- Great power steering
- You will enjoy the electronic displays
- I love the groundspeed indicator
- Very easy to live with

I can't wait for mine to arrive

And the last word goes to the Manager of the Shelby factory in Las Vegas. When we visited and asked which his favourite car was, he replied "My 2015 EcoBoost Mustang".

Enough said!



CMOC Annual Memorial Car Rally

How did this happen??? I thought last year's winner was supposed to organise the next event.....yet Rick and I are at it again.

Sunday 26th July turned on a fabulous mid-winter Canterbury day.

A huge turnout to this event saw 38 Mustang owners, well two of them did not bring their Mustangs, and their navigators and friends gather in Troup Drive to eagerly contest this event.

An interesting drive through central Christchurch, which many had not been anywhere near for some time, led onto the Lyttelton tunnel and a scenic drive around the harbour, over Gebbies Pass, through Motukarara to the Tai Tapu Hotel.

As it was such a great day many other classic car owners and motorcyclists also took advantage of the fine weather for a run and chose to finish at Tai Tapu meaning room at the inn was at a premium.

Some interesting answers to the questions led to a three team draw. After a short shoot out between two of them Kevin & Treacy Clive were the triumphant winners.

Of note were the amount of people who answered "God" to the question "who's church?" This may well be technically correct but not the answer we were looking for.

Also to Ann & Andre, The A Team, for the attempted bribery of the judges. Nice flower.

To those that missed some answers - it did not help your chances of winning. The "L" plates are in the mail to you.

To those that missed the entire second page - well what more can be said?

To new member Brent Williams on his first outing with the club - well done on making to the finish, even though it may not have been in the same vehicle you started the day in.

Looking forward to next years.

And thanks for the positive feedback guys. Always appreciated by the organisers.

Tony Schreuder.



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Southern Mustang Challenge 2015

Our annual get together with our good friends from the Southern Mustang Club, the Mainland Mustang Challenge, was held over the weekend of 21st – 23rd August with the venue this time returning to our original location of Omarama.

This weekend comprises a car run, social events and competitions to decide the winner of the fabulous challenge trophy, a magnificent hand-crafted piece created by that southern legend, Roger Neilson.

After a long period of inclement weather in the weeks before the event, we were blessed with 3 glorious days of sunshine as is evident from some of the trip photos printed here.

Our journey began with the main bunch meeting up and departing from the Air Force Museum carpark, south through Ashburton to pick up more clubmembers there, and onto Timaru for lunch where we met up with the South Canterbury chapter. Lunch was provided in the lovely rural setting of the Stables Café and Bar, just south of Timaru.



After lunch, the convoy headed south through Waimate and along the northern bank of the Waitaki River before crossing to the south side at Kurow (Richie McCawville) and proceeding to our first watering hole at Otematata.

Unfortunately Rob broke the golden rule of convoy travel and dropped off the bunch, necessitating an increase in momentum to catch up with a subsequent interview with the local constabulary and the usual wallet lightening associated with such encounters.

From Otematata it was a short dash to our destination, the Gateway complex in Omarama and a catch up with the Southern Club group. Friday evenings activities comprised of a social hour, dinner and the first of the quizzes and challenges.

After a hearty breakfast on Saturday morning, the convoy of Mustangs headed off through the Lindis Pass and on to Wanaka airport to visit the Warbirds and Wheels Museum and also the National Transport and Toy Museum. Many also ventured into Wanaka itself to enjoy a coffee and a look around. The trip through the Lindis with many of the hilltops covered in sun drenched snow was a joy to behold. Everyone except Brian managed to put enough petrol in their tanks for the journey there and back. A goldcard does not guarantee better miles per gallon!.



Southern Mustang Challenge

Saturday evening saw the costumes come out for our themed dinner - "dress as a character from a movie of the same year as your car" - and there were some fabulous outfits on display. Prizes were handed out for the best dressed individuals and couples. We also completed the last of the challenges/quizzes with the host club Canterbury making a successful late charge to wrestle the trophy back off holder Southern and return it to it's spiritual home (30 Kingsley Street). Jack Sparrow and Batman (Rob and Kev) completed the second part of the mystery auctions and we were able to raise well over \$1000.00 for our nominated charity - The Red Nose Appeal - so well done everyone.

Sunday morning began again with a good breakfast before it was time to say our good-byes to our Southern friends and start our cars for the journey home - all the cars except Brians that is. After much head scratching and bypassing this and that we managed to get "Cletus" fired up for the eventful journey home.

The trip through the Southern Lakes and McKenzie country was something else with the snow covered mountains glistening on a cloudless day. We stopped at Lake Pukaki for a group photo with Mt Aoraki as the backdrop, just stunning, before continuing on down to the Canterbury Plains and the final stages of the run home.

Fabulous people, fabulous cars, fabulous fun.



Southern Mustang Challenge



Movie Stars - Mustang Style



CLUB NIGHT 1 SEPT - GO KARTS

Club night on Tuesday 1st September was a visit to the "Dirt Karts" in Sawyers Arms Road. A group of approximately 15 racers supported by a few hardy spectators, fronted up to do battle. In previous times we had split up into two groups who each had 2 races on the track. This time, however, it was decided to change the format to an "all in" single longer race. The pre-race banter suggested that there were still a few old scores to settle from last year.

From the flag drop the pace was on and it didn't take long for our only female racer, Nati, to make her presence felt if only for driving up the track in the wrong direction! Young Zac West was setting a hot pace and keeping out of the trouble which some of the old hands seemed to attract. My kart apparently had the only engine supplied by Honda so was considerably down on power but hopefully this will be rectified by the 2017 season.

The Goldcard Kid (Brian) set the fastest lap but couldn't match the endurance of young Zac (Mercedes supplied engine) who won the race with 51 laps under his belt. The last word, however, goes to Nati who managed to end her race by entering the pits from the "exit" road.

After the presentations, we adjourned to the local truck stop for a debrief and a welcome "fanta".

Jphn





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NEWS FROM FLAT ROCK, MICHIGAN.

ALL-NEW FORD SHELBY® #GT350R MUSTANG ROARS OFF THE LINE AT FLAT ROCK ASSEMBLY PLANT.

One of the most iconic performance Mustang nameplates of all time the all-new Shelby® GT350R roared off the line on the 20th August at Ford's Flat Rock Assembly Plant. The new GT350R Mustang is the most athletic Mustang ever, designed to tackle the world's most challenging roads and race tracks while creating an exhilarating experience for the driver.

"This is a special day for all Mustang enthusiasts," said Bill Ford, executive chairman, Ford Motor Company. "We have taken the GT350 formula to the next level of innovation, style and performance. Today the legend continues."

The 'R' doesn't stand for "righteous," but it might as well.

The 'R' keeps all the components that make the GT350 great and throws out pretty much everything else not required by law or structural integrity, all in the interest of destroying road courses. So the flat-crank 5.2 litre V-8 stays, still eclipsing both 500 horsepower and 400lb-ft of torque. (Final output for the engine has yet to be confirmed.). The electronic adaptive



MagneRide suspension goes to work under the GT350R too, but gets new, track-oriented programming and is teamed with revised spring rates and anti-roll bars, a lower ride height, and unique alignment settings, as well as revised bushings, bump stops and cross-axis ball joints.

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EVENTS



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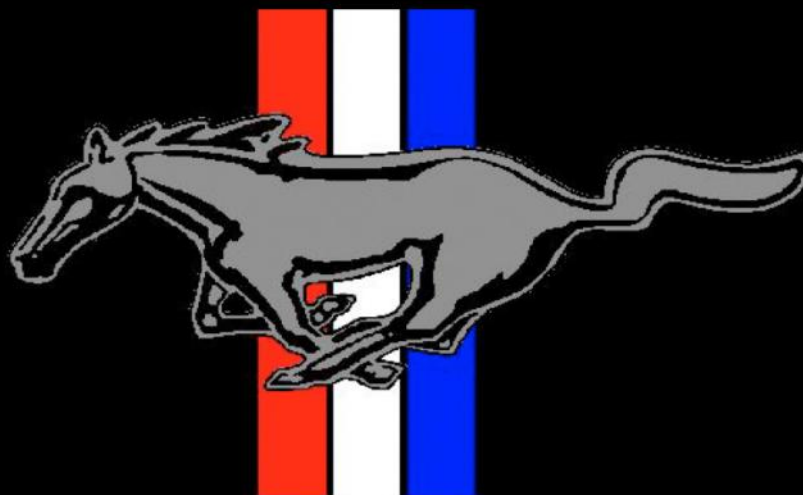
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