

March 2019



BURBLE

CANTERBURY MUSTANG OWNERS CLUB

JUNE 2017
Canterbury Mustang Owners Club

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Website: www.aunzmustang.com/Clubs/Canterbury.htm
PO Box 22305, Christchurch 8146 - Email: cmocinc@gmail.com

SEPT 2017
Canterbury Mustang Owners Club

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JUNE 2018

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Canterbury Mustang Owners Club

289-4V

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

DEC 2017
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38th National Mustang Convention
Burbles Event, Dirt Karting, Wedding & more.

MAR 2018
Canterbury Mustang Owners Club

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CMOC Chronicles

Club Zoom Party & Music Car Wash Classic, Sydney, Mid & 5th
CMOC meets, All Ford Day, Staines Springs & more

SEPT 2018

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SHELBY
Canterbury Mustang Owners Club

Remembering Carroll Hall Shelby
Members' Shelby's & Club Events & more

December 2018

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WHAT IS MACH 1?
Happy New Year !!

Winter 2019

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CANTERBURY MUSTANG OWNERS CLUB

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FACEBOOK:	Search for Canterbury Mustang Owners Club, NZ		

PRESIDENT'S MESSAGE

Greetings everyone, and welcome to the March edition of Burble.

What a summer we have had! Warm sunny days, almost endless sunshine, and it seems to be continuing into autumn. I hope that you have had great time with family and friends, and that you have enjoyed time on the road with your Mustang. Oh, for a convertible!

It's shaping up to be another busy and significant year for the club. There's all the usual seasonal events, from our recent and successful All Ford Day, the National Mustang Day run on Sunday April 14 (more details soon), the CMOC AGM on Saturday May 11, and more through the months of winter and spring.

Over and above our normal calendar of events, from this month we start planning in detail for the 2020 National Convention here in Christchurch. As we all know, we set a high standard and got the whole Mustang fraternity talking with the 50th anniversary convention in 2014, and our 2020 planning will use this experience as a kick off point for 2020. I'll talk more about this at the AGM, and in particular the opportunities for each of us to be involved.

The other challenge that 2019 brings is to think about and decide on our digital strategy going forward. As of today we have no website, due to the demise of the NZMustang.com site that all NZ clubs subscribed to. We understand that Auckland are going to pursue a standalone format, and that might be something that we should also look at. Concurrently, as we all know, technology is changing rapidly, and new major events such as the 2020 Convention itself will necessitate that we keep up with the world around us. A big subject!

But back to the Mustang heart strings that hold us together. How great was the first Supercars round at Adelaide?! I'm sure we all felt the same pride and sense of connection when Scott McLaughlin in the DJR Penske Mustang took the chequered flag in both races! And the other five Mustangs all showed their potential. It's going to be a great season!

As I conclude, special thanks and very best wishes to Burble editors Stu and Nati for all their great work over the last two years. Burble has never looked better, and I think you'll agree this particular edition is the best! They have set a new standard, and their efforts are truly appreciated.



Best wishes, Garry



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RS3

Shortly after it was announced that NZ would be getting the 2016 Mustang in right hand drive we contacted Roush Performance in the USA regarding becoming an Authorised Roush Performance Dealer which would allow us to buy parts from them to fit to Mustangs here.

From our past experience being an FPV dealer and dressing up Ford Rangers we knew customers would want to personalise their Mustangs and partnering with an iconic brand like Roush made total sense.

This quickly became an important part of our business and really helped with our Mustang sales. Being able to offer a potential customer anything from a Roush boot spoiler to a supercharger gave us a real point of difference and helped us in no small part become NZ's top selling Mustang dealer in 2016.

Fast forward two and a bit year and two visits from Roush management and two visits to them in Detroit and we are now one of only four operations outside the USA to be licensed by Roush to build their serialised vehicles. We import a complete kit which has every part and then painstakingly fit them here in our dealership.

The build time is approximately sixty hours with a total focus on meeting Roush's quality control standards. We photograph the entire process and these are sent back to Roush for their records. The cars are serialised with a unique number which is recorded on the Roush database. The cars are identical to what is offered in the USA (except RHD).

Our first build was a race red RS3 which is the flag ship of the Roush family and includes their 710 hp supercharger. We knew the car would be really impressive but everyone who has driven comments on how linear the power delivery is and how the whole package ties together and looks. It really is quite stunning.

We are really excited about our future with Roush and our Licensed Installer status.

Article by : John Hutchinson - Dealer Principal - Team Hutchinson Ford



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CLUB PICNIC



The main group left Wigram Airforce and was joined by others along the route until we reached the domain where 36 Mustangs parked up for the day.

Lunch was foremost on everyone's mind and then it was straight into the fun games and many laughs with water balloons and cricket spin.

It was great to be supported by the local ice cream and coffee truck and a lady selling pure honey from the area.

Great to see new and old members mixing together along with the dog brigade for what was a wonderful day out for the start of the year.

See you all next year with new games.

Article by : Mark Hanson

WOODCOCK RETIREMENT HOME VISIT



Thanks to those that offered to attend and take some of the residents in their mustang which brought a lot of smiles on the day.

Thanks Chris for the photos.

Article by : Mark Hanson

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SKOPE CLASSIC 2019



The first weekend of February was once again the time to be at Mike Pero Motorsport Park Ruapuna to witness by far the best meeting for lovers of classic motor racing in this country.

The size of the fields and the amazing variety of cars made for 2 full-on days of almost non-stop action.

The feature class this year was the NZ Touring Cars with several of the actual championship winning cars back on the track with the added bonus of some of the all time great drivers

including Jim Richards, Paul Radisich and Greg Murphy doing battle in this class.

The weekend "thunder" was provided by the Formula 5000's and the Mainland Muscle Cars.

The old campaigner Kenny Smith had some great dices with Michael Collins in the Formula 5000's while the handicap and reverse grids of the Muscle cars made for some hectic last lap action.

The open wheeler grids were excellent but the stars for me were two absolutely gorgeous Brabham BT21's which brought back many memories from the Tasman Championship days.

We had our usual gazebo and viewing area on the bank but with the added feature of our Ford Ka raffle prize on display with Tom and Rick doing a sterling job of selling a few tickets to the lucky punters.

All in all, a magnificent weekend of motorsport.

Article by : John Quinn

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CROMWELL CAR SHOW 2019

As usual there was a good turnout of Canterbury Mustang Owners Club members at the annual Cromwell Classic Car and Hot Rod Festival on January 20th. Quite a few members chose to make the trip down to Cromwell to their own schedule and as such the "official" convoy leaving Christchurch initially numbered only 2 before doubling in size on the way. Alister had the Timaru contingent well organised and headed on through to Wanaka as their base. A special mention of the marathon effort from Colin and Cathy who as a result of a little bit of car trouble, went from Ashburton to almost Omarama, back to Ashburton then away again to Cromwell, all in a day and turned up bright and cheery on Saturday morning as if nothing had happened.

The proceedings kicked off with a Friday night car run around the streets of Cromwell with the locals giving the cars a warm and enthusiastic welcome.

Show day was as good as ever with over 760 cars and not a dunger amongst them. The quality on display was something to behold and the diversity of the vehicles was as good as you would see anywhere. Another well run event by the Southland Ford Falcon Club.

The weather promised initially to deliver a bit of rain but thankfully held off till about 3 o'clock as the final prize giving was under way. No trophies came our way this year but the quality of entries would have made judging the most difficult of tasks.

Quite a few members stayed on in the area for a day or two after the car show and enjoyed the spectacular Central Otago region.

Article by: John Quinn and pictures from Diane Thomson



HANMER MOTORFEST



Photo by :Kallum Harris Photography



The Hanmer Motorfest was an amazing day ! Great variety of cars and an awesome family environment ! The weather was spectacular even though the forecast didn't look good the week leading up to the event. 528 was the final number of cars registered on Saturday - the biggest number yet.

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MUSINGS FROM A MUSTANG MOTORSPORT TRAGIC

Are you like me?

Two rounds into the new season of the Virgin Australia Supercars, and I'm being torn apart in three ways: I'm really pleased and proud of Mustang's race performance to date, with 6 wins in 6 races...how good is that?!; I'm still troubled by the out-of-proportion look of the race Mustangs, wishing that they still had the distinctive long bonnet Mustang shape and style; and I'm struggling to understand Supercars philosophy and bureaucracy, with talk already of "parity adjustments". All this is doing my head in! Happiness, anger, confusion, frustration, a yearning for the good old days of hard racing, and more.



Let's start with the best news....six out of six! Great, dominant wins by our own Scott McLaughlin in the sharp looking DJR Penske Mustang in both Adelaide races, and then 3 out 4 at Melbourne. Has the fabled #17 ever looked so good, or started a new season so strongly? And backing that up, the success of Chas Mostert in Tickford's Supercheap Mustang in race 3 at Melbourne. I could have snigger here about the rebadged Opels, but I won't.

If we're going to comment about the look and shape of the Supercar Mustang, I guess the starting point is the wisdom or otherwise of the control chassis formula, where all cars use the same spaceframe chassis and its fixed dimensions. The body panels are then adjusted to suit, and the task for the Mustang engineers was to try and make the Mustang's two door styling fit a space frame and "glass house" (the areas of the roof and window spaces) designed for a four door sedan. It wasn't a problem for Nissan when the Altima entered V8 Supercars some years ago, but it certainly was a challenge for Ford.

MUSINGS FROM A MUSTANG MOTORSPORT TRAGIC

As they say, "it is what it is", but I keep wondering about whether Ford ever took a hard line and insisted as a condition of entry that they be given dispensation to make some spaceframe adjustments to better connect the race car to the race fans? Maybe I'm too fixated.....it's some comfort to know that the new NASCAR Mustang for 2019 (also a fixed space-frame race series) seems to have some "identity challenges".

There's another aspect to the control chassis story that you don't see in the media, or the coverage of the ex Holden commentators (sorry Skaify and Lowndsey). The new Mustangs still run the "old" 302 OHV V8 that was originally developed for the first generation V8 Supercars in the late 1990's. Yes it runs fuel injection and new generation electronics, but it's certainly not the engine under the bonnet of Mustangs sold today. Again, we don't know what discussions and negotiations went on behind closed doors, but it would be great to think that Ford pushed hard to run the quad cam Coyote V8, given that they were being forced to comply with the four door based control space frame. Maybe they asked and were pushed back? Maybe they didn't ask? In my view the precedent was set with the Nissans and the Mercedes who certainly were homologated into the series with new generation engines.

As I write this, the motorsport journos (taking their lead from Supercars officials) are all talking about the centre of gravity issues ...they are questioning whether Ford has engineered a competitive advantage and is this the reason for their early season superiority? Who knows where this will go, and given my cynicism of the Supercars control regime and the lobbying of others, nothing will surprise me. I'll accept that planning for parity possibly has its place (eg the weight penalties applied race by race in the British Touring Car Championship), but it (or the parity mechanism) needs to be set before the season commences, not during the season, and certainly not after two races.

I think you get that I'm not happy! But that's not important.

The reality is that some if not all of these frustrations for a true blue blood race fan will continue.

The important thing is to keep the faith, to enjoy the racing and bask in the great feeling of pride and Mustang spirit with each and every race win that six great Mustangs and their drivers will continue to deliver.



Go Mustang! **Anon**

ALL GREAT AT ALL FORD DAY



The organisers' perspective

Firstly, and most importantly, I wasn't the organiser! The AFD team, co-captained by Rick, John and Rob and a cast of many, did a superb job in the many weeks prior, and on the day. But I've jumped in to write these words, using my central role as the public address voice to share my observations of how your club made this year's All Ford Day a great success.

Early planning commenced in December, with a small but enthusiastic working group. Early jobs included getting event posters and street signs organised, sourcing the top 10 trophies, getting the best in show cups back from last year's winners, communications with the other Ford model clubs, contact with stall holders, contact with prospective sponsors, and many more jobs.....

Concurrently, having decided that a raffle featuring the chance to win a Ford car, we kicked off discussions with Team Hutchinson Ford and Avon City Ford as to how we could make it happen. They agreed to donate us a car in lieu of their normal merchandise support, but that it would rely on securing suitable trade in the limited time available. By chance the car (or should that be Ka?) was traded on January 9, and Forbes and the ACF team did a great job preparing it and getting it to us a week or so later. Then the rush commenced, signwriting, photos, check the Gaming Act and get tickets printed, start the pre-sales, and more.

By about February 10 we were in pretty good shape; sponsors for all the top 10 trophies, many of goodies for raffle prize baskets arranged, revised layout featuring a central display for the trophy winning cars, enhanced sound system sorted (thanks to member Ray Eade and Garden City Communications), Fire and Emergency accident evacuation demonstration arranged, stall holders and other displays confirmed (even a guest entertainer), and a volunteers' register coming together.

Set up kicked off on the preceding Thursday, with marking out of the grounds and stakes hammered into the hard ground. Gazebos and tents, tapes followed on Saturday afternoon, with final set up of the sound system, gate entry tent and other details early Sunday morning. Just like clockwork!

With all that behind us, all that was left was to run the day itself, and hope for a good turnout. We were blessed with a really good turnout of helpers on the day, covering all the necessary jobs: parking, display directions, registrations and gate takings, bouncy castle, raffle ticket sales, car judging and trophy awards, and more.

And all the foregoing made my role easy and enjoyable....standing out front, microphone in hand, knowing the wonderful CMOC team had covered every role and job so well. All great at the All Ford Day, 2019!

PS Special and grateful thanks to each and every CMOC member who were part of the AFD team, and to all the great sponsors and contributors who supported us.

Article by Garry Jackson



Winner of the Ford Ka goes to Arpit Patel - he had been looking for a small car for his wife, no need to look any further. CONGRATULATIONS Arpit

THE ALL FORD DAY LADIES



Girl power was out in force at the AFD and I enjoyed my role as co-ordinator of the volunteer helpers for this event. It's a great role for a woman. I could smile and ask nicely and people never said no. Wonderful! Perhaps I can try that elsewhere.

Thank you so much to all those who responded and helped on the day. We had a small army of volunteers from those at the entry area, people on car parking, the museum entry gate, the admin tent, the bouncy castle, to the raffle ticket sellers. I really appreciated all your help and we could not run the event successfully without each and every one of you.

Setting up on Saturday afternoon seemed a breeze and having the grounds marked out a couple of days earlier saved masses of time. The run organised after this was a lot of fun, especially at the Tai Tapu Pub where we met new people and got to know others better.

The ladies were in fine form and I don't know how the guys could hear the rugby over all the laughter.

Cleaning up and packing away after the AFD on Sunday took no time at all with plenty of people to assist. Thanks also to the experienced team of committee members who did all the planning over the weeks leading up to the event. It was a great day and fun to be part of it.

Article by Viv O'Brien

ALL FORD DAY RESULTS



Best Veteran: 1914 Ford Model T Speedster (Alan Dunn)
 Best Vintage: 1931 Ford Model A Victoria (Garth Moore)
 Best British: 1967 Anglia (Sharyn Cameron)
 Best Australian: 1972 Falcon XA (Tony Denny)
 Best American: 1950 Ford Custom Deluxe (Robert Cooke)
 Best Presented: 1957 Fairlane (Ray Spencer)
 Best in Show: 1935 Ford Coupe (Brian Simpkins)
 Peoples' Choice: 2007 Ford Mustang Roush (Les Brougham)

Congratulations to the TOP TEN
 1970 Mustang Boss
 Ford Model T Pick Up
 1980 Escort 4-DR
 1958 Zodiac Mk II
 1932 Ford Custom Roadster
 Ford Cortina 1600E
 1965 Mustang
 Ford F600 Truck
 XY Falcon GT
 1972 Falcon XA

We would like to say a massive Thank you to all the Sponsors for the amazing prizes again this year. Its very much appreciated.







Richard Paulsen presenting donation of \$2000 to Brett Marshall
of The Air Force Museum of New Zealand - from the All Ford
Day Feb 2019



Thankyou John, Bob, and my nephew Will for helping me set out the
lines for All Ford Day. Also a big thankyou to Eliot Sinclair for the use of
equipment and for being a top ten sponsor - Cheers Club Captain

Eliot Sinclair

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GO THE GREEN TEAM - TEAM HAMILTON

All things Ford

While other mustang club members were attending convention, we were getting ready and travelling to Invercargill for the Targa. This year was the first-time trial to be included in the Targa run in conjunction with the VCC. The idea was to average 70km on all the closed sections – harder than you think. It was a bit of a rush to get our green machine ready but after arranging house sitters for the week to look after our furry friends we left to travel to Invercargill.

Arriving in Invercargill and checking into our Hotel was the beginning of a long week.



We went to the car wash as there was a car show the next day – we were apparently not the only ones with that idea and met some other competitors some in the competition and others on the tour.

The next day it was bright and early to get our livery and rallysafe installed and get our registration packs and car show in Invercargill with a ceremonial start from mayor Tim. That night was the Legends of the Targa dinner which was held at the Bill Richardson Museum.

The charity which Targa is in conjunction with is Race for Life – these guys are amazing arranging rides in all kinds of cars for those who are terminally ill – a great Charity and well worth support – they were always there at the start line with lollies and water for all the competitors and we were proud to put a donation sticker on our car.

The next day was start proper from the museum – Wendy was awake from about 4 thinking about the daunting task of running the rally safe and an inch thick route book with split times, cautions, directions – triple cautions which are certain death; all the while not getting car sick looking down all the time.

Day 1 – in and around Gore, Tapanui and the Catlins. Unfortunately going into the special stage of the Catlins the exhaust broke. Back to Owaka BP who put us up on the hoist and welded it up, a bolt then came loose on the way into Balclutha so into a panel beater to fix that up. By this stage it was getting dark and starting to rain. The exhaust broke again just outside Invercargill. I guy we had spent some time with at the car show the day before in Invercargill arranged for us to have it fixed at 6am the following morning.

Day 2 – Around the Catlins, Lawrence, Taieri and over the hill into Dunedin and finishing at Forsythe Barr – unfortunately a leaking radiator was our next problem – no problem at all as a VCC member from Gore was going to get Barrs leaks for us on the way to the lunch stop – he went above and beyond and brought us the radiator out of one of his cars. Start of special leg 11 – right on the start line – billowing smoke and oil all over the road. Luckily only a sensor hose off so plugged we were on our way again. Unfortunately we were not able to start the 2 special stages – so off to Dunedin we went. Put the car on a hoist and found that a bolt was out of the front sway bar – fixed and borrowed radiator installed – other left in Dunedin for fixing.

Day 3 – Palmerston, Trotters, George, Out the back of Oamaru and back to Dunedin – day finished – no dramas Yeh!

Day 4 – Off through Mt Cargill, Hillend, Lawrence and Moa Flat and on to Queenstown – oh no broken exhaust again – thanks to Regan Williamson at Dart Engineering to come and fix us up again

Day 5 – With the Crown Range and a finish at Highlands this was going to be a great day – with us out of the prize running it was now time to have fun. The finish at Highlands was the only time Wendy Spoke loudly to me about speed – and she told me she would get out if I was stupid. The final part of our week long journey was from Highlands through the gorge – and finishing on the waterfront in Queenstown. 2500ks – lots of new friends and an amazing experience – if you have a VCC eligible car and are a VCC member – give it a go – tick it off your bucket list!

Prize giving was breakfast at Coronet Peak – amazing views and a great ending to an amazing week.

We have found through our involvement in motor sport that everyone is quick to help each other out and businesses will go above and beyond to help the competitors that are having trouble.

Thanks to our sponsors who gave us a hand Hi-Way Auto Oamaru, B Tech, WAE, CGI Industries also thanks to BP Owaka, Gary Milne Panel Beaters, Regan Williamson Dart Engineering, Richard from Invercargill, and everyone who kindly helped us. Big thanks to the Corbetts from Wanaka who without them this event would have not involved the VCC

Bucket List – tick – but it looks as though we may as well do the North Island this year as well – Annual holidays – Targa NI 25 years of Targa – bring it on!

Article by : Wendy and Ross Hamilton

CARS & KIWIS

USA Mustang Owners Road Tour of New Zealand

Feb 23 – Mar 9, 2019

On Monday 4th March, we drove to Kaikoura to meet our friends from the USA who were spending 2 weeks exploring NZ.



There were nine visitors from California, Texas, Florida and New Jersey on the road trip lead by Sean Cook of SMC Events USA.

Sean is also the National Event Marketing Director for Saleen Automotive, Former National Director, Mustang Club of America, Treasurer – Director of the Terlingua Preservation Society and a committed Mustang, Shelby and Saleen enthusiast.

Any members that may be thinking of a USA motoring event should contact Sean. He may just have an event to suit you.

Three of the tour members shipped their cars from Los Angeles to Auckland New Zealand for the 23rd February start and ending in Christchurch on 9th March.

The mustangs shipped were a 2007 Shelby Super Snake, a 2007 Shelby GT-H Hertz and a 2007 Shelby GT500.

Kaikoura laid on a beautiful hot day for our friends who were out on the whale watch boat when we arrived in the morning.

They were not aware we were planning to meet them. We found out where they were to gather for lunch and that was the ideal meeting point.

Well when they arrived at the restaurant, surprise, surprise. Unbelievable, some of you in the mustang club will appreciate that special American hospitality.

We had a great lunch and socialised for a while until it was time for the ponies to run wild on the Inland Rd to Westport. The silence was broken.

We followed and turned off at Highway 7, back to Christchurch.

On Sunday, the mustangs were driven to the Christchurch shipping company for return to Los Angeles, and then we went for a farewell lunch.

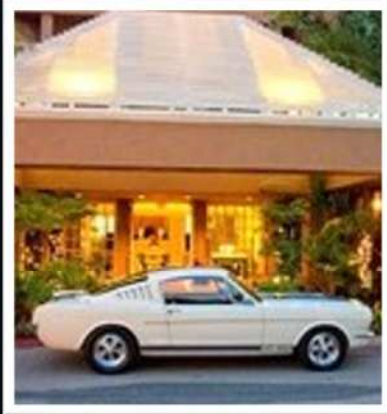
All our friends had a really great time driving through New Zealand and remarked on our beautiful scenery.

We live in a great country and it takes overseas visitors to reinforce what we take for granted...

Article by : Sam Ng & Maria Van Nus

OUR STIG!

THE 700 PLUS CLUB AND THE CANNONBALL RUN



We are living in a wonderful era folks.

The horsepower race is on again amongst the "Big 3" of Ford, Chrysler and Chevrolet.

Ford has just announced the new Mustang Shelby GT500 with 700 + HP from it's 5.2 litre V8. Ford are a bit coy about the exact figure but they are known for being conservative.

Chrysler has the Dodge Challenger SRT Hellcat Redeye with a 797 HP 6.2 litre V8 and Chev has the Corvette ZR1 with a 755 HP 6.2 litre V8. They are all supercharged and available off the factory floor. Wonderful. That's just the start before people start adding more power.

How about a 1250 HP 2013 Mustang Shelby GT500? I've just read an article about this car which Jason Ragan in the USA owns. A couple of meaty turbos and other bits make the 5.8 litre V8 really hum. Fuel consumption will be measured in smiles per gallon. Best part is the car still looks quite standard.

This brings me back to memories of the dark old days of 1970's when the price of fuel skyrocketed and carless days were introduced. People swapped to small cars, gas guzzlers were shunned and a blanket 55 mph speed limit was introduced in the USA.

This was the era when the Cannonball Run was created. It was basically a rather illegal road race that ran from the Red Ball Garage in New York City to the Portofino Inn in Redondo Beach California. The first race was run in 1971, then again in 1972, 1975 and finally in 1979.



OUR STIG!

THE 700 PLUS CLUB AND THE CANNONBALL RUN



Dan Gurney took part in this race and his quote of "at no time did we exceed 170 mph" was widely reported.

The 65 Shelby GT 350 Mustang in these photos was driven by Robert Key and Shelby American Automobile Club co-founder Rick Kopec.

They finished in 48 hours and 53 minutes. Kopec was arrested for impersonation a police officer when he flashed a police badge at a roadside stop in Pennsylvania. At the police station he confessed to being part of the Cannonball and was let off with nothing more than a speeding ticket. He suspected the troopers all privately approved.



This 65 Shelby passed through several owners and is now fully restored and attends many classic events.

Keep burning those dinosaurs before we all go electric.

The Stig

From the Editors

Special Thank You from us both to our "Stig", for all your contributions since we started.

Long may you continue and like your well know cousin , your identify forever only known by only a few.

Regards : S&N



WELCOME NEW MEMBERS!

Mark and Cheryle Donnithorne	2016 Grey GT 5.0 Auto
Michael Greening and Cloe Jones	1966 Red GT 4.6L Auto
Mike and Julie Costigan	2016 Magnetic Grey V8 5L Fastback GT 6 speed Auto
Chris Dawson	2017 Red GT 5L Auto
Yasa Panagoda	1970 Calypso Coral Boss 302 Manual
Mike and Heidi Hawke	1966 Blue Coupe 302 Auto
Carl and Jo Ward	2010 White/Blue stripe Shelby GT 500 Manual
Delys and Graeme Jenney	2016 Ruby red Fastback V8 Auto
Michael and Nicky Beeby	1966 Green 289 2V Auto

Club Layards

If you have joined the Club since July 2018 and would like an ID lanyard instead of a name badge, please contact:

Viv O'Brien, Membership Co-ordinator:

d-v.obrien@xtra.co.nz



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



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



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EVENTS CALENDAR

Canterbury
Mustang
Owners
Club



KEEP CALM
and
COME ALONG



Ride on up to the Papanui Outdoor Bowls Club Rooms
(which is behind the Papanui Club)
310 Sawyers Arms Road

(Complimentary Pre-AGM Drink 3.30 pm)
A.G.M Commences 4 p.m. Sharp

A. G. M.
Saturday
May 11th

2019

11th May

Hosted :
2019 CMOC AGM

1st - 3rd Jun

Support :
Buller All Ford Day

6th Sep

Support :
Southern Muster

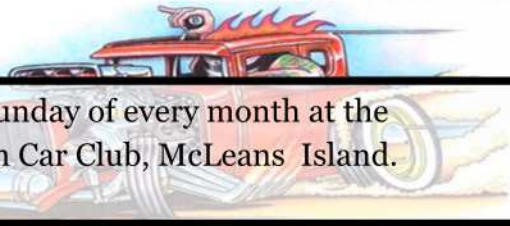
19th - 22nd Sep

Kaikoura Hop

16th - 17th Nov

All American Day Timaru

Rodders BREAKFAST



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



Three Parks
WANAKA • NEW ZEALAND

Easter weekend 2019
Saturday 20 & Sunday 21 April

Wheels at Wanaka is a new "Vintage & Classic Car, Tractor, Truck, Machine, Motorbike and Earthmoving Extravaganza" to be held at Three Parks, Easter weekend 2019. Rotating every odd-year with Warbirds Over Wanaka International Airshow, expecting up to 15,000 people to attend our first show.

With over 50 acres of entertainment Wheels at Wanaka, will be huge and fun for the whole family.

If it's got wheels or tracks it will be on display! Anyone can enter their unique wheels at www.wheelsatwanaka.co.nz

THE LAST WORD

Adiós/ E noho rā

After two years as the editors of the *Burble*, it is time for us to say goodbye. We have resigned our position and will be moving on after this edition. It was not an easy decision to leave, but circumstances led us to see its propriety.

We have always striven to give you, our members, a magazine filled with the events of the year and tried new ideas. I know that we have had our differences over the years, with readers occasionally objecting to how or why ideas were covered and equally been supported by a core group of contributors - thank you!

I trust members will support the next Editor, as the magazine is only as good, when members take an active role to submit articles, otherwise it becomes difficult to keep finding new things to capture forming a permanent record of our history. Our history is something we would love to capture and hope the committee moves this forward in the future along with those members who recall the golden years.

The *Burble* is one cornerstone of this amazing club and one that we trust will continue in the digital age as the club grows in numbers. Fun and friendships are clearly a hallmark of the club, and long may this continue being the showcased of our club, when we host the 41st convention here in Christchurch, 2020.

In short, being editor is one hell of a role within the club and one that requires a lot of personal commitment. Thank you all for embracing us as your editors these past two years. It has been an honour. On a personal note - thank you all for the wonderful memories and friendships.

Until we meet again.

Warmest Regards - Stu & Nati



Helping out on this edition

Our Stig, Garry Jackson, Sam Ng & Maria Van Nus, and Dennis & Viv O'Brien, John Quinn, Diane Thomson, Mark Hanson, John Hutchinson Wendy and Ross Hamilton

- **AFD Photo credits :** Dolly Up Photography : Patrick Forde : Andrew Lange : Mark Gilmour : Rick Paulsen : Leon Sutherland : Murray Beatson : Diane Thomson : Matt Finlay : Graham Rollo : Creative Auto Photography

Thanks you everyone and all that have submitted articles that we have done over the last two years .

Special thank you to Garry J, Christine & John Q, Glenn & Diane T, Rob & Shelley (Mustang Centre), Dennis O and CopyPrint in Riccarton - Respect!

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.

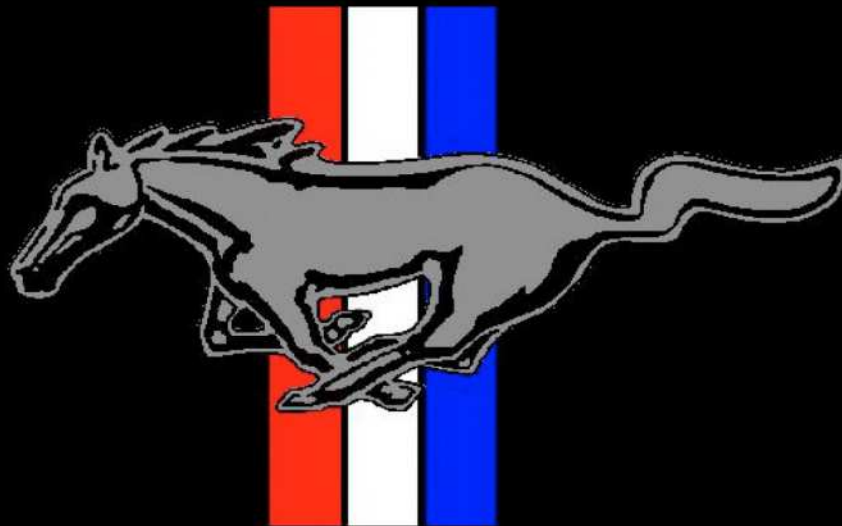
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