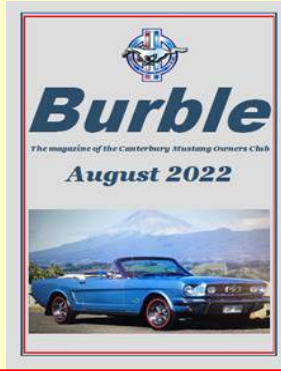
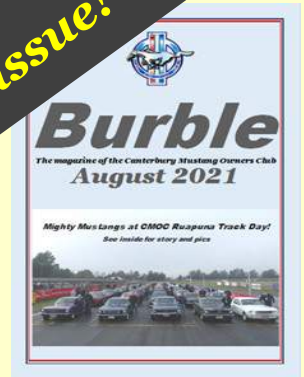
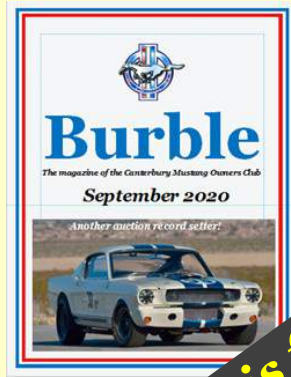
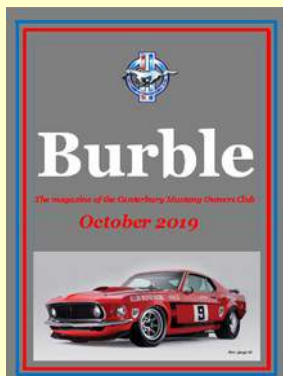
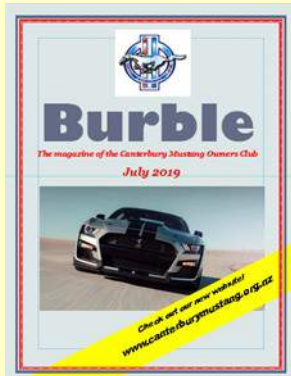




# Burble

The magazine of the Canterbury Mustang Owners Club

April 2023



**Our Burble is facing some challenges, and there are new options going forward. Important information in this issue!**

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## President's Patter

Greetings everyone

My goodness, it's April and by the time this Burble hits your mailbox 2023 will be one third done! I guess the number of events covered in this issue is testimony to the fact that it's four months since our last issue, and just how busy the year has been.

This is a significant issue for me personally for two reasons; firstly, by the time of the next issue, I will have stepped down as President at the upcoming AGM in June, so this President's column will be in someone else's hands; and secondly, we might have a new editor stepping into the role (and Burble itself might take on a new format?). This whole Burble situation is covered in detail later in this issue, as a preview ahead of discussions at the AGM. I urge each of you to read and think about Burble's future in detail, and to join us at the AGM if you can.

But back to things at hand now .... what a great four months we've had, with a succession of wonderful CMOC events and other gatherings and trips. Special thanks to Club Captain Dennis O'Brien who has managed all this through his personal leadership and the support and efforts of our CMOC Committee team. And special appreciation for his own personal leadership for the All Ford Day event itself where he was our team leader.

Speaking of the All Ford Day, it was an outstanding success for our Club, thanks to the great work and efforts from our big team of helpers, Dennis's leadership, and the generosity of our many sponsors and contributors. The weather was perfect, the entries were an all-time record, we supported three separate charities, and as a first we had live music throughout the day. Wonderful!

On a very different note, this year started with sadness and deep sense of loss, with the passing of great friend and past Vice President Mike Dilger. Our Club now feels very empty without him at the Committee table, on our runs, and guiding us with great insight and wisdom on many fronts. Farewell Mike, from all of us. Our thoughts are very much with Peggy and family.

Best wishes to you all, and see you at the AGM.

**Garry**

Garry Jackson, President, Canterbury Mustang Owners Club



*In my other role as Exec Member, Federation of Motoring Clubs, first time with a Model T at their National Rally, Oamaru, February.*



*At another extreme on the wish list .... about to drive Lindsay O'Donnell's rare 2004 Ford GT on the Ford parade laps at George Begg Festival. Absolute wish list opportunity!*

## Editor's Note

*Welcome to the April 2023 issue of Burble, and we hope that you enjoy the read.*

*The writing of this particular issue has been shared between myself, and Club Captain Dennis O'Brien who is stepping up for greater Burble involvement in coming issues. Thanks Dennis! All of the articles written by Dennis are clearly identified, so you'll be able to see the great effort and content that he's delivered for you in this particular edition.*

***Over and above the extensive coverage of our many recent events, there's one particular story in this April issue that deserves, and requires, your full attention and response. The subject concerned is the future of Burble itself in its current hard copy/mailed out format, given the dramatic cost increases we are experiencing in printing and postage. Please make sure that you read the article and the options outlined in detail, and please take the initiative to communicate your thoughts. Even better, please mark Saturday June 10 on your diary to join us at the CMOC AGM, when Burble's preferred future option will be decided. See you then!***



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## Words from our Club Captain, Dennis O'Brien

Something old, something new .....

I needed something green to wear for St Patrick's Day last month. Lo and behold I found my 35 year old green polo shirt from our 1988 Contiki Tour. This month I needed to wear some overalls for the Mustang Drag Racing. Lurking in the shadows were my 45 year old overalls from rally car days in the late 1970's. The good news was they both still fitted.

Ford US launched the "build and price page" of the new 7<sup>th</sup> generation S650 Mustang at the end of March and I had fun dreaming and "building" a Mustang. Deliveries start this US summer. Just go to [shop.ford.com/showroom#/](http://shop.ford.com/showroom#/) and scroll down to Future Vehicles at the bottom of the page for the 2024 Mustang, click on it and start playing.

Prices have risen on average about US \$3,000 per model. A new GT Premium Fastback starts at US \$46,015 versus US \$43,365 for the current model. It will be interesting to see how prices compare in NZ.

This year has been off to an extremely busy start with clubs holding as many events as they can in the summer months. New to me was attending the Caroline Bay Rock n Hop, a fantastic annual event with over 1,000 cars on display, and the Mustang Drag Racing, the most fun you can have in 13 seconds.

Coming up is plenty more, the Mainland Muster in May at Wanaka and our Track Day in June at Ruapuna are a couple of the highlights. The mid-week runs for us "Gold Card Cruisers" are very popular too.

Your committee runs a range of events to appeal to as many members as possible. If you have ideas for future events you would like incorporated please let me know.

Dennis O'Brien, Club Captain, 021 187 8488



## Welcome to our new CMOC members! We really look forward to meeting you and "talking Mustang talk" soon!

Wayne and Nicole Johnstone

Rodney Swinney and Cindy Bishop

Glenn Pearse and Karen Presswood

Tony and Deanna Walsh

Craig Usmar and Yanyan Li

Mike and Deborah Talbot

Cameron Milne

1967 White Coupe

1994 Mustang

1966 Silver Mustang and 1970 Purple Galaxie LTD

2023 Red GT

2023 Rapid Red RTR

2013 Grabber Blue GT500 Shelby

2020 Velocity Blue S550 GT

*This gorgeous 2013 Shelby GT500 of new members Mike and Deborah Talbot deserves special attention (and a pic!). Previously owned (and imported I think) by long standing Auckland Mustang Owners Club identity Ken Smith, who in his various roles as AMOC President and Vice President has contributed in many ways to the strength of the Mustang community in NZ. Great to have Mike and Deborah, and VENMM in our club!*





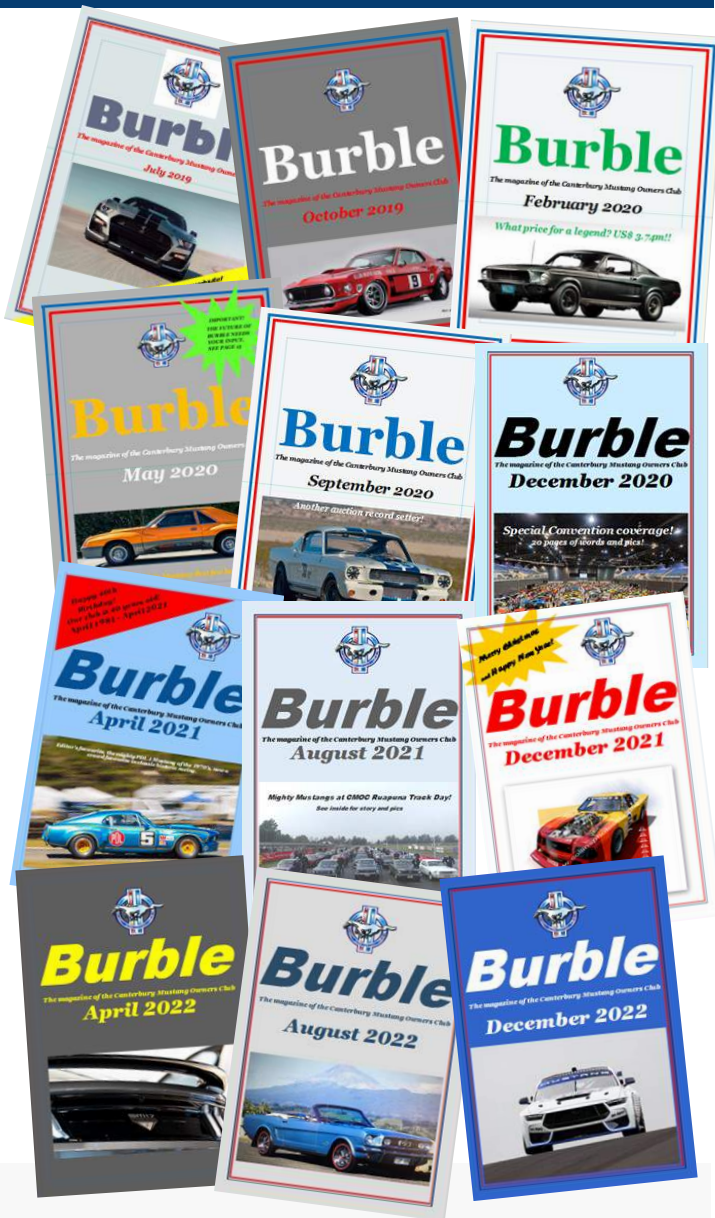
# Future options for Burble ... what do YOU think?

As members are fully aware, approximately 2 - 3 years we agreed on continuation of a full colour A4 "coffee table" magazine with frequency reduced from 4 issues per year to 3, in an effort to manage the costs. This worked well for a period, but in the last year costs have increased dramatically. Three years ago printing costs were \$5.50 per copy, plus \$3.40 for postage. Today those numbers are \$9(printing) and \$4.30 (postage), an overall increase of 50% in three years.

At our March CMOC Committee meeting, we discussed the Burble "challenges" at a high level, and agreed that a binding decision needs to be made at the forthcoming CMOC AGM (Saturday June 10). From those March discussions, three broad options have been identified, as outlined below. Each of these options protects the future of Burble as intrinsic part of our Club, but with differing formats and costs.

As you review the options, and your resulting thoughts, please also be mindful of our need to minimise logistical and administrative complexities. We know that some members may suggest a combination approach of posted Burbles for those who so wish, or maybe a central pick up point for hard copies for members who might choose such. Unfortunately we believe both these options will be beyond the admin and workload capacity of your existing or incoming editor and committee support.

As background to the three options below, we're very mindful of the role of Burble is more than just a chronicle of past events, but a source of Mustang stories of interest that build the legend and spirit that holds us together. Burble is also as an authentic point of reference recording the "journey" of our club, and our history. The challenge for us with today's increasing costs on one hand, and increasing use of communication technologies and efficiencies, is to settle on a single option that best suits our club and our members for at least the next three years or so.



## Option 1: Burble "as is"

- 32 page (approx), A4, full colour (gloss), posted
- Current printing cost is \$9.00 per Burble (Dec 2022 issue, gross not taking advertising into account), plus postage of \$4.30 per member, ie \$13.30 per member per Burble, 3 issues per year, ie annual cost \$39.90 gross, and likely to increase further in the year ahead)
- Publish 3 per year (April - August - December) as per presently
- Mix of stories as per recent issues - Event stories / Member profiles / Items of interest re Mustang (Editor's discretion) / other articles as relevant etc etc
- This format requires a committed editor, pulling it all together from design, layout, stories to be sourced, stories to be written, hustling contributions (especially event stories) as required, searching and selecting photographs as required, all design and layout via MS Publisher, managing liaison with the Printers, and despatch including address labelling and postage stamps. Some of these tasks could be delegated but the Editor needs to retain responsibility for the overall, high quality and consistent approach, probably for a two year period or more (CMOC Burble history shows an average term of 2-3 years per editor over the last 20 years). To be frank, we cannot vote for this option without identifying at the same time a committed and capable editor happy to do all of the above. (Dennis O'Brien has indicated possible interest, but not fully confirmed)
- Without doubt this model is likely to require an increase in annual subs going forward
- No consideration has been given to a printed version as above, but with member pick up from events or from a central distribution point (ie to eliminate the postage cost) because logistically it will be difficult and I cannot see that anyone will want to take charge of managing this process. In other words, **Option 1 is an "all in" option, printed and posted to all.**



**Option 2: As per Option 1, but with member's choice of a posted hard copy Burble, or a digital copy downloaded from [www.canterburymustang.org.nz](http://www.canterburymustang.org.nz)**

- Style and content, and editorial role as per Option 1
- Members choosing the digital option would download their Burble in PDF to read on screen, or at their own choice print a hard copy version (this option is available today, although the uploads have been 2-3 weeks after the copies are posted). Under Option 2, the on line version would be concurrent with the posted version.
- Members would make their choice annually, just ahead of the annual subs (end March). They would nominate a "posted hard copy" option (possible sub of \$95 (a guess), but reflecting full cost recovery or what ever CMOC Committee decides), or a "digital Burble option (possible sub of \$55, no Burble cost at all)
- Option 2 assumes that CMOC (via our Friendly Mgr system) will be able to manage all aspects of a differential level of annual sub.
- This option maintains the existing, traditional style of Burble, in terms of format and content. The foregoing words re editorial responsibilities and demand (in Option 1 above) would still be applicable. **In effect Option 2 is a "user pays" version, with the choice being at the individual member level, annually.**

**Option 3: "E-Burble"**

- This is an entirely new option, with three key advantages for members and for CMOC Committee
  - \* all members get the advantage of reduced subs (maybe \$55?), because the cost of the traditional hard copy printed and posted Burble is totally eliminated
  - \* the new two format approach gives CMOC the chance to share the load across two "editors"
  - \* the new formats (especially the 8 weekly "News Sheet" format) are ideally suited to boosting our CMOC Facebook and social media presence and profile.
- The two new formats (Burble E "News Sheet" and Burble E "In Depth") are outlined below

**Burble "News Sheet" (working title only)**

*Approx 4 - 5 pages max*

*Simple (but consistent) formatting, colour pics*

*Approx 4 MB, easily emailed to all CMOC members and received by all email accounts*

*every 8 weeks (approx)*

*Core content .... coming events / welcome to new members (by name) / stories and selected pics of recent events (succinct, not in great detail) / any other items that are immediately newsworthy*

*The Burble "News Sheet" as above would also be used to trigger Facebook posts and on line discussion and sharing, as an email to the other Mustang clubs, and an upload to a dedicated new portal on the CMOC website*

*The "Burble News Sheet" would have its own editor eg maybe our Club Captain, or someone else.*

**Burble "Plus" (working title only)**

*Approx 15 - 20 pages*

*Similar look and feel to the present (and past) Bubbles, subject to the editor's choice*

*Publish on line on canterburymustang.org.nz every 4 months as presently (or maybe quarterly), depending on editor's motivation, time, available stories etc). Members would be advised by email, including a direct link to the website listing. Members could download the Burble to their device for subsequent reading and retention, or print their own hard copy.*

*Core content ..... President's column / new members in more detail eg pics, background stories etc / feature Mustang stories and items of interest re the Mustang legend and history / CMOC club history and stories from the past / some coverage of key recent events eg deeper stories, pics etc, not able to be included in the News Sheet / advertisements that showcase our key supporters and sponsors / etc*

*"Burble Plus" would have its own editor, with his/her own sense of creativity, subject to their time and interest to do their own research etc*

*"Burble Plus" would also be used as part of the CMOC Facebook presence and profile, and the web link would be mailed to other Mustang clubs*

*There would be no printed version, thereby eliminating editorial time on printer liaison, mailing, costs etc. Individual members could download the pdf file from the website and print a hard copy if they choose to, or retain a copy on their device*





## **Future Burble options ... next steps for CMOC members**

As you've seen from the foregoing words, and the three core options outlined, as a Club we're at another crucial gateway for our beloved Burble magazine. Be assured that your CMOC Committee know the important role that the Burble plays, and how it has stood the test of time. The Committee has reviewed the foregoing options in principle, and whilst individually each may have a view, as your Committee we fully recognise that the decision sits with our members, and the AGM in particular.

So, this is what we need each CMOC member to do .....

- give the subject your considered thinking, based on the foregoing information and suggested options
- If you have immediate thoughts, or a different option to those listed that you want to table with us, email our secretary at [cmocinc@gmail.com](mailto:cmocinc@gmail.com). We'd love to get your feedback!
- If at all possible, make sure you attend our AGM on Saturday June 10, 3.30pm at Papanui Workingmen's Club/Papanui Bowling Club rooms, participate in the discussions, and help us finalise a decision.
- And whatever option might be favoured, and whatever the final decision might be, think about whether you might like to be part of Burble's future as Editor, or editorial assistant!

Thanks for taking the time to read and ponder this important subject!

President Garry

***Burble has been an important part of CMOC life right back to the beginnings of the club, although the name "Burble" is relatively recent. In the very early years it was a simple newsletter to all members, It grew into a magazine style format in the 1990's, for many years in A5 format. In 2007 it picked up it's new title, "Burble" under editor Buzz Harvey, and subsequently expanded into A4 /full colour format under editor Dallas Geddes in 2011. Recent editors have been John and Christine Quinn (2014 to 2017), Stu Kaa (to 2019), and Garry Jackson (to the current April 2023 issue)***

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# CMOC New Year Picnic

This was our first event for the year and we had a great turnout on Sunday, January 15, on a beautiful and sunny summer's day.

After meeting at the West Melton Community Centre we travelled in convoy to the Glentunnel Domain for a picnic. Parking was directed by a skilful team who made extra space as the Mustangs kept coming.

After lunch was game time and then music from our talented duo of Patrick Forde on drums and Gary Neill on bagpipes.

Afterwards Garry our President presented Gary our piper with his award for the "Most Entertaining" club member. This would have been presented to Gary at our Christmas Lunch, but Gary was busy entertaining others with his band on that day.

It was a great club turnout, with strong attendance from our Mid and South Canterbury members, and a wonderful kick off to our busy year ahead.

Thanks Mark Hanson, John Schafer and all the others for helping and arranging the day.

Dennis O'Brien







# Great Canterbury All Ford Day 2023!

As you'll see over the following pages, we've dedicated extended coverage to this year's All Ford Day managed as usual by CMOC. We've done this for many reasons; the importance of the event itself to the Ford fraternity, the importance to CMOC as a flagship activity for charity fund raising and our budgets, the record number of Fords on display, and the fact that this year marked the AFD's return after last year's covid cancellation.

Enjoy the pics of the cup winners, and a selection of other great Fords.

And special thanks to Club Captain Dennis O'Brien, our organising chief!

Garry



**Best Veteran**



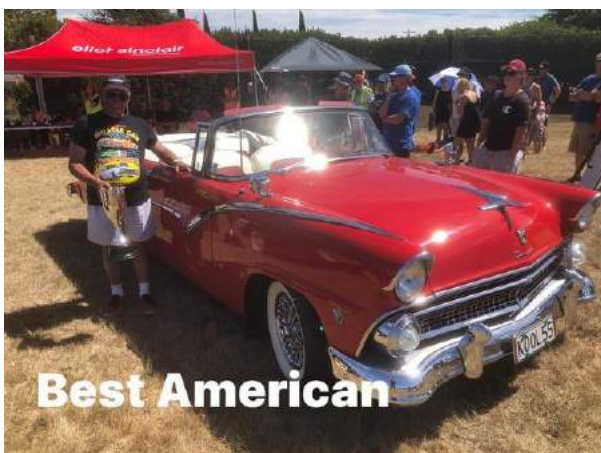
**Best Vintage**



**Best English**



**Best Australian**



**Best American**



**Best Interior**





**Best Presented**



**Best In Show**



**People's Choice**

**Canty All Ford Day Cup Winners**

- Best Vintage:** Murray Young
- Best Veteran:** Brendon Wright
- Best English:** Stephen Trumper
- Best Australian:** Wayne Golightly
- Best American:** Graeme Trillo
- Best Interior:** Wendy & Murray Marshall
- Best Presented:** Dean Stayreff
- Best in Show:** Paul Beswick
- People's Choice:** Daryl Azker







## Canterbury All Ford Day: CMOC Club Captain's Overview

Two years had passed since our last All Ford Day (thanks Covid), so it was a good opportunity to reset and do things differently.

Moving with the times we decided to promote this event electronically using social media instead of the old sandwich board advertising trailers and signs on fences. Scary stuff for a one finger typist light on IT knowledge, so as the day approached I was filled with trepidation and fear that no one would turn up.

We even moved with the times in setting up, refining the layout and traffic management. Rick, our trusty surveyor with GPS plotting electronic wizardry marked the key points and Mark with his ride on mower cut the grass accordingly so we didn't need tape measures and have to paint lines with the line machine.

The informal run on Saturday afternoon open to all Ford owners went well and on Sunday the crowds and display cars turned up in record numbers, yeah!

Fire and Ice, our singing duo kept the crowd and probably half the neighbours entertained thanks to our great sound system and Alex Hewson put on a superb model aircraft flying display. We also had the Wai Wakanui big red Fire Engine on display. This supports people by raising money for Kiwi kids, schools and local communities.

Bob and his team handled the judging. This is a massive task with so many vehicles and categories - thanks guys.

We keep the cost as low as possible for people to attend and couldn't do this without the support of our sponsors who were: A-Z Engraving, Australian Auto Parts, Avon City Ford and Team Hutchison Ford, Christchurch Security Services, Garden City Communications, Independent Pipeline Services Ltd, Mobi-Vac Ltd, Pebble Beach Upholstery and The Mustang Centre. Many are members of our club and we really appreciate your support.

Another initiative was to nominate a feature club, giving them pride of place in the display area. This year it was the Falcon and Fairlane Club. Next year another club will be the feature club as we host the event on behalf of all Ford clubs.

The Inter-Club Challenge consisting of getting bean bags thru a hole and then filling a bottle with water by squeezie was hotly contested, with the Classic Cortina Club snatching victory from our Mustang Club and the Falcon Fairlane Club.

The day went really well and is only possible with the help of so many club members and families both in the lead up, on the day and afterwards. One new helper deserving special mention this year was Charlotte, Rick's daughter.

We support local charities with funds from the day and have donated to Grandparents raising Grandchildren and the Base Youth Café Charitable Trust. Both these charities support children in the Canterbury area. We also donate money to the Airforce Museum in appreciation of their support and use of their facilities.

One interesting development is the difficulty getting banks to accept cash. Christine, our treasurer, spent hours visiting several BNZ banks before they reluctantly took the cash. Are we on the slippery slope of becoming a cashless society?

Dennis O'Brien







## Canterbury All Ford Day .....final words

As a wrap up for the great 2023 All Ford Day, here's a superb drone pic by Eliot Sinclair staff, dramatically showing the record entries and huge display of well over 400 Fords. This pic was taken early in the day, before the crowds built up, and before we marshalled the trophy winning Fords into the staging and presentation area, presently showing empty in this pic. Great shot, and thanks to Rick Paulsen, CMOC life member and Eliot Sinclair for all his support and efforts for the AFD over many years.



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## **Farewell Mike Dilger**

*(the following words are a slightly adapted version of the tribute I gave at Mike's funeral service on behalf of our Club)*

“ Mike joined our club in 2017 upon the purchase of “WARP 5”, and I'm sure just about everyone here today knows what I'm talking about, a brand new Mustang, bright yellow, upspecced to Roush stage 3 level with the longest list of modifications and upgrades that Mike researched and specified with that keen eye on every detail that made Mike who he was. and Mike's special Star Trek plate.



Within a year of Mike's joining, we realised that we suddenly had a very capable businessman in our midst, and a true enthusiast for whom the Mustang was just the latest in a line of high performance v8 Fords. He joined our CMOC committee for the

2018/19 year. a year later, he was elected vice president of the club, bringing to the table not only his business experience but also his many years running boating clubs, and getting things done. Mike and I hit off, and he quickly picked up on some initiatives that I knew we needed but didn't have the ability to do myself. Within a year and full thanks to Mike's single handed efforts, we launched our new office management and communications system and a brand new, integrated website, developments that still put us apart and ahead of the other six Mustang clubs across NZ.

As we were working on all this back in 2019, Mike and I shared some long term planning thoughts, including his possible role as my replacement as President of the club, a role he was keen to pursue until his first health issues became evident in early 2020. We put some of those thoughts on the back burner, but still got on with all the day to day stuff that our big and active club demands.

That's the Canterbury Mustang Owners Club story, in an organisational sort of way. What about Mike, my friend, our friend, in a more personal way?

Some thoughts in a totally random sequence.

Mike was simply a great mate, always up for a chat, especially if it involved a glass (or a bottle) of a good chardonnay, our common love. Yes, these chats were often Mustang focussed in some way, but not entirely. For those of you here today who know me, you'll understand the close personal role that Mike, and I must add Peggy, played in supporting me through the difficult year of 2021 and Loretta's tough, demanding and ultimately unsuccessful battle with the same dreaded curse that seems to continue to surround us. Mike and I shared a lot of those inner truths over the last two years.

That same great friendship with Mike became a backbone to my role as President of this great club, right up until his passing. Whatever issue or strategy I might have been wrestling with, and over and above the great committee we have, I also had Mike beside me as a mentor, adviser, thinker, and a doer. His strengths for me were his insights, his clear thinking, and his sense of getting on and doing it, even though his health was occasional a little limiting.

A small story about a big event, and the Dilger involvement. At Labour weekend 2020 it was our turn to host the annual National Mustang Convention, probably NZ's biggest to date. 225 mustangs, almost 500 people, two years of planning, and a \$400000 budget. Mike was my right hand in most of that planning in 2019 and 2020, especially some of the complicated risk management stuff associated with covid planning and lockdowns in the lead up months. Fairly late in the piece, with two months or so to go, we decided we needed a partners program to give attendee partners something different of interest on the Saturday of the car show, when the guys were tied up. Mike said leave it to him, and cutting a long story short, Mike's plan morphed into Peggy's plan, with her great team of CMOC friends taking over the centre of the city, the trams and more, and gave the 100 or so participants a shopping and entertainment experience (and prizes) that is still talked about today, and that I don't think will ever matched.





If I had to sum up what I loved about Mike the most, it was his unique combination of the Mustang spirit (he really did like horsepower), and his energy and ability to have fun. There are other close friends who can tell these stories far better than I, but the Mustang road trips and adventures on the West Coast, the Catlins, trips to Nelson, and more. Then there's the 2018 convention in Napier when Mike and others just about bought and paid for an Irish bar outright given their patronage and entertainment non stop for 4 days. Plus the trip for Mike and 5 Mustang club mates to Bathurst to see Mustang's historic first ever win at Mount Panorama. And not forgetting our club's annual track day at Ruapuna, and Mike's ear-to-ear smile and opportunity to test WARP 5's 700 horsepower, and the brakes! Mike's list of Mustang adventures is almost endless!

Using that motor racing track analogy, life for all of us sadly has a chequered flag. For Mike, the flag has fallen, far too soon, many laps still to run, and much more fun to be had. Grief is a very personal and powerful part of all our lives, and as the Canterbury Mustang Owners Club we extend our deepest sympathies and sadness and our comfort to Peggy, and to the Dilger family. We know there's a gorgeous orange convertible in your garage, and we look forward to maintaining our shared love, friendship and special memories as continue our Mustang adventures, together.

Farewell Mike, until we meet again".

President Garry Jackson



*For the 2020 Convention, Mike and Peggy were delighted to pick up this award, despite Mike's health challenges and the fact that their Mustang was probably the highest mileage being judged!*

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# George Begg Festival, Teretonga, Invercargill

This is an event story for everyone for several reasons: it's a brand new event for all of us, it's very unique and distinctive and stands apart from all other motorsport occasions, it's special relevance to the Ford brand (particularly this year), and there were seven CMOC members in attendance .... Rob and Shelley, John and Christine Quinn, Roger and Anne Neilson, Barry Fairbrass, Dennis Phillips, and yours truly (and maybe there were more?)

In past years, this event has been a lower key tribute event to southern motorsport pioneer and identity George Begg run by the Southland Sports Car Club. This year (and every two years hence) the organisation and promotion has been taken over by Scott O'Donnell of Richardson Transport World fame, and Scott's vision and planning was nothing less than a NZ version of the world leading Goodwood Festival meeting (held every September, attracting worldwide interest).

Scott started the planning for this year's event at least 18 months ago, and one of his first decisions was to select Ford (and Porsche) and his primary brand of focus for the 2023 meeting. His planning quickly extended to include superb digital and social media marketing, extensive coverage in NZ Classic Car, emphasis on a total "experience" (a la Goodwood) with off track social events, on track period fashion, and the largest marquee layouts providing superb pit facilities.

Perhaps the best way to describe to CMOC members what Scott achieved in his first George Begg Festival was an uprated "Ruapuna Skope event on steroids" (my words).

The entry list was extensive, especially the date being so late in the season and a challenge for North Island competitors. Top hero drivers included Paul Radisich, John Bowe, Greg Murphy and Kane Scott, and fabulous Fords were everywhere through the paddock, and filling the grids for each event.

I'll leave it to the pictures to tell rest of the story.

Enjoy!

President Garry



Greg Murphy and John Bowe in classic Sierra Cosworth RS500's, door handle to door handle!

DAVE LOUDON PHOTOGRAPHY - INVERCARGILL

CMOC's Barry Fairbrass and his superb historic class Mustang. Barry had a great weekend including a race win.



DAVE LOUDON PHOTOGRAPHY - INVERCARGILL





**Superb George Begg Festival pics - the art of Christopher Scrimgeour**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**Kayne Scott in the ex Mark Petch Peanut Slab Sierra, now owned by Peter Sturgeon**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**John Bowe in his ex DJR Sierra, now owned by Lance Coupland**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**Superb Trans Am style Mustang Boss 302 of Kyle Hallett**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**Genuine Eggenberger works Sierra Cosworth RS500, 1987. Very rare, and privately owned in Oamaru**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**Gary Johnstone's ex Walkinshaw Jaguar XJS Group A**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**PDL 1 Mustang, a regular historic hero car, driven and owned by Steve Ross**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**Ex Paul Radisich Falcon V8 from late 2000's, now owned by CMOC's Dennis Phillips, well driven by grandson Brayden**



*Christopher Scrimgeour*  
PHOTOGRAPHY

**Pure history. Paul Radisich in his World Touring Cup winning Mondeo from 1993 & 1994**





Christopher Scringour pic



No heritage, Ford themed motorsport event would be complete with a touch of Paul Fahey and his legendary 1966 championship winning Shelby Mustang. Whilst Paul's actual car is no longer in NZ (it's owned by the famous Bowden collection in Queensland), Southland racer Roger Cunningham continues to keep Paul's story and track presence to the fore with his gorgeous (and fast) tribute racer. And Paul (now nearing 90 years old) actually travelled down to Invercargill to be around and to have a drive, but unfortunately was struck down by ill health whilst at the track.

**CLASSIC RACING**  
**1966. SHELBY. #14**  
**MUSTANG REPLICA**

Paul Fahey in the Original Mustang #14 Won 33 of 56 starts

Finished in Top 4 Placings in 46 Races  
 NZ Saloon Car Champion 1968 & 1969. Unlimited Class  
 Purchased new by Paul Fahey, X Carroll Shelby Motors L.A. 1966

Race Engine 450 h.p.  
 Ford Motorsport "sealed" circuit engine, Boss 302 block, stroker crank and rods, 48 IDA Weber Carbs or 850 CFM Holly, roller camshaft, MSD Ignition, Aviad 10L competition sump, oil cooler/remote filter, Tilton triple plate race clutch, magnesium bell housing, 70L Fuel Cell.

**Gearbox:** Richmond T10, Hurst Shifter.  
**Differential:** Ford 9" Detroit Locker, Moser 31 spline axles.  
**Front 12"**, racing cryogenic treated discs with Kelsey Hayes 4 piston calipers, Carbon Kevlar pads.  
**Brakes:** Rear, 11" drums, air ducted, Carbon Kevlar shoes, Wilwood adjustable dual cylinder pedal box with adjustable proportioning valve.  
**Suspension:** Cobra Automotive Road Race front and rear, Koni shocks full adjustable front, lowered 1.5" Rear spring sliders with dearched racing leaf springs  
**Steering:** Rear spring sliders with dearched racing leaf springs  
**Power steering:** quick ratio  
**Wheels:** American Racing 15 x 8.5 Torque Thrust D Rims  
**Features:** Shelby R-Model front valance, Fibreglass bonnet, dashboard and gauges  
 Totally rebuilt from a rust free, sandblasted bare body shell X California using Cobra Automotive Classic Racing Parts to faithfully replicate the Fahey winning #14 car. The original car resides in Australia as part of the Bowdens Car Collection



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# Cromwell Car Show 2023

After the covid induced cancellation, the popular Cromwell Car Show returned as the place to be for car lovers in January, with a great record entry of almost 1100 vehicles on a gorgeous sunny day (but not too hot).

From a CMOC viewpoint, we publicised the event, but in the main the 25 or so members each made their own travel plans. For a number of us, our departure had to take into account the funeral of our dear friend Mike Dilger, and this group of 5 departed Christchurch late afternoon on the Thursday prior, and a gorgeous evening drive to Cromwell via a dinner stop in thriving Twizel ... Mike would have enjoyed the run, and we were certainly thinking of him, with a compulsory Jamesons (or 2) on arrival at our lodgings just after sunset.

Friday night CMOC (thanks Dennis O'B) had our usual casual meal and get-together at the Cromwell Workingmen's Club (the best lake views), and the pre-dining entertainment was the drive-through of about 300 varied classics as we stood outside, glass in hand!

Saturday was a wonderful day, great organisation, fabulous variety of cars, mixing and mingling with friends from all over the South Island, and very relaxing. With such a huge turnout, no selection of photos for Burble's restricted space can do justice to the wide variety of great cars ... please accept these images of the vehicles that particularly took my eye!

Congratulations to the Southern Falcon Club for their organisation and the show that they put on. They do a fabulous job, and it's a "must-do" for so many of us. Start planning for 2024 now! Garry.







## The great Central Otago Poker Run

We were fortunate to be invited again to what I loosely call a Poker Run on the day after the Cromwell Classic and Hot Rod Festival.

We assembled at Sally and Donald's place in Cromwell and received our three million dollars of play money to "invest" The winners are the ones with the most money at the end of the day. Gambling on red or black or suits before we departed saw our funds down by one million. Oh well, just a minor hitch.

The first stop was at the Gibbston Valley Tavern for a game of Jenga, pulling blocks out of an increasingly unstable stack. If it collapsed on your turn, it cost you.

Many other challenges, fines or prize winners saw funds go up and down throughout the day faster than the Wall Street Stock Market.

Next we headed up the Crown Range for a photo stop and then on to the Cardrona Hotel for lunch.

At Wanaka we did another photo stop by the lake and visited a brew bar before returning to Cromwell in time for the final of many challenges and dinner at the Stoaker Room.

The winners with the most money were Richard and Glenda Crawford who received the trophy of a Mustang Fastback in white. I wonder if it will come back painted to match their Fastback?

Our thanks to Sally and Donald for organising this very special day in a picturesque part of paradise, a true highlight to a fabulous weekend.

Dennis O'Brien



**Editor/President's Note: Organisers Donald and Sally are very special friends of CMOC, and leading accommodation business leaders in Cromwell. If you are in Cromwell next January for the greatest SI Car Show, make sure you get yourself booked on their great social event. Best contact is via Rob and Shelley at the Mustang Centre. Numbers are limited.**

## "Posh Picnic" mid week run

This was our first mid-week run for the year and as the name suggests it was a bit special. Ladies wore a fascinator or hat and men wore braces and a hat. I went top of the range and bought them from the local \$2 type shop.

We left from Papanui taking the scenic route via Marshlands, the old Main North Rd and Tram Road to Mandeville where we descended on The Rusty Acre for our picnic lunch.

This is a fascinating place and well worth the small charge to visit. The theme is metal sculptures, many focused on the human form. Spread throughout the two acres of gardens are over 70 sculptures, some small, some large. They all have been produced by the local artist Allan O'Loughlin. There is also a gift shop full of curios and knick knacks.

This was a great day out, very social and a lot of fun.

Thanks Peter and Pauline Watt for organising another thoroughly enjoyable mid-week run.

Dennis O'Brien







# AmeriCARna 2023 - celebrating American Car Culture

*A great report from CMOC member Colin Sweetman*

**Objective:** To spend 5 days in New Plymouth at the 15th Classic Cover AmeriCARna event with 1,000 similar cars.

**Primary Objective:** To get across NZ's SH1 largest pothole – Cook Strait – getting there is half the fun. Fortunately, I wasn't booked on the Kaitaki, but the other Interislander ferries were running to a disrupted timetable. Day 1 was to be Ashburton to Levin. I left home and being an interested traveller, who has both Flight Radar and Vessel Finder on his phone, when I stopped in Kaikoura, I checked on the current location of the Kaiarahi, my ferry. All seemed well, it was reasonably on time. Fingers crossed. By the time I had got to Seddon, it had turned around and gone back to Wellington for a medical emergency and was now 1

hour late. Oh well, not too bad given the circumstances on the Strait at that time. I arrived in Picton to a stunning afternoon of 28 deg and had a good look around and relaxing time on the sea front until it was 6pm and check in time.

All good and the Kaiarahi duly arrived and discharged its cargo of people, cars and trucks. Just after all was done, everyone in the queue received a txt at the same time – the sailing had been cancelled due to an engineering issue. There was a collective groan by all – but the ferry was there, we could see it! Apparently, it needed a new seal somewhere in the engine. We were then told that we would be put on the next ferry, due to leave at 8.45pm, so off we went to Picton to get some dinner. It was still a warm evening, so out came the picnic chairs and everyone made the best of a bad situation. Better than just cancelling the trip and leaving us marooned, which was happening to plenty at the time.

The next ferry people were then checking in and we wondered how we would all fit, but they told us that they had cancelled the trains so one ferry load would go on the upper deck and the other on the train deck. The other issue was that only one Interislander ferry was able to be in the Picton dock at once (health & safety), and the Kaiarahi had to be towed out by the tugs, but they were out in the Sounds with a cruise ship. The Aratere then spent 3 hours circling around until the tugs got back. What a comedy of errors. We eventually got away at 11pm and into Wellington at 2.30am and to Levin at 3.30am. I was lucky to get over, many didn't including one of the event sponsors.

**Americarna Day 1:** Registration and welcome reception at the TSB Stadium in New Plymouth. Also, time to clean the road grime off the car in preparation for the main event.

**Americarna Day 2:** Early start, getting ready for the first event, the drive down to Opunake. Early registration to the event is an advantage as there are two general queues, 1-300 and 301+. There are also VIP's, but not applicable to me. The 1-300 go before the higher numbers. Luckily I was in the first 300.

The convoy starts on time and goes through the southern part of New Plymouth (with traffic management) onto the Surf Highway to Opunake Beach, a trip of 1 hour. What you really notice at Americarna is the large amount of public and community participation with every school on the route out and waving their Stars and Stripes flags as well as other people of all ages. This was true not only for the New Plymouth suburbs, but also for the small towns and country roads. In some places it was wall to wall.



It took a bit of marshalling to fit around 1,000 cars into Opunake Beach, park and camping ground, we were packed in but all good. Food was from vendors, community groups and schools so we had the opportunity to support the locals. After lunch, back to New Plymouth for an early night.

**Americarna Day 3:** Two town visits today. First stop for lunch was the small town of Waitara. Great weather and vibe. We filled the main street and adjacent sports ground. Again the whole community got behind the event and all entrants received bottled water courtesy of the local New World. Plenty of food available with an opportunity to have a look through the town and precincts – a place I hadn't been to in decades. Excellent friendly community support.

After lunch we were off to Inglewood for their major street party – and what a party it was. The drive was along and over the rolling hills and in one place the road was lined with dozens of flagpoles with American flags – amazing. We had a preview of what Inglewood could do for a street party when we had a similar one the previous year for the Vintage Car Rally – well this was that on steroids. The cars occupied the whole town including the side streets and the main highway SH3 was diverted for the 4 hours we were there.

All of the town got in on the act, there were displays in all the shop windows, a large number of food stalls, groups, bands and people came from all over to be there.







## AmeriCARna .... continued

I heard that the attendance was around 8,000 people. Not bad for a town of only 3,500. Inglewood even had their own AmeriCana flags which they were handing out to all. This was, to me the real highlight of the week and the weather also played its part. Back to New Plymouth at 8pm.



**Americarna Day 4:** Two town visits again today. A cooler day with the first stop in Stratford. Again SH3 was diverted for us to fill up the main streets in the town. The locals provided entertainment in the form of music, wood chopping and chain saw demonstrations. The rain held off for us then after lunch we were off to Hawera via Kaponga.

Hawera has quite a narrow main street, but most of us squeezed in. A fashion completion, music and drag racing were the order of the day. Back to New Plymouth in the rain after 3 hours in Hawera for the start of the Night Cruise which took two routes around the main street which was closed for the cruising.



**Americarna Day 5:** The main Car Show in the New Plymouth CBD today had a slow start due to the rain continuing but the cars all arrived by 10am and Devon Street was closed along with the side streets. By 11.30am the rain had stopped and the sun came out along with the people. Again entertainment, bands, line dancing, stalls, shops, cafes, sponsors and lots of people right through until 3pm. As Devon Street has a dip in it, you can get a great view of the cars from the top.

Dinner for 600 was catered for at the TSB Stadium in the evening, followed by prizegiving and a band.

**Next day:** Off home via Picton with only a 3 hour ferry delay.







## AmeriCARna .... Colin's concluding words

### **Overall Observations:**

An excellent event for those who appreciate American cars. There was a huge variety there from vintage to modern. I took our 2013 Mustang GT Premium as it is Left Hand Drive as later RHD Mustangs are not encouraged.

There is a huge community buy-in to the event especially from the smaller towns, which have the opportunity to bring this to their town to create something special. Having the opportunity to look around the small towns and talk to the locals and support their community is a real bonus.

Will I be back to the 16<sup>th</sup> Americarna? You bet. If you are even remotely interested in the American car culture then put this event on your bucket list.

Colin Sweetman

**Thanks Colin for a fabulous report and photos.  
A great insight into this important and large  
scale event..... Editor**



## Greta Valley Mid-week Run and Lunch

This was our second mid-week run for the year and a great way to spend a very wet and wintery Wednesday.

The meeting point was in Ravenswood and ponies then took the scenic route rather than SH1 to Greta Valley.

I missed the start of the event, such is the busy life of a retiree but Viv headed up with the others in our Mustang and I joined them at the Greta Valley Tavern in perfect time for the meal.

The food was absolutely excellent with huge servings and the atmosphere warm and cosy in the tavern with the fire burning bright.

I saw a new use for an old jetski in the kids playground there. Mounted on a big spring it made an excellent rocking ride for kids.

Thanks to Peter and Pauline Watt for organising this wonderful mid-week event and all those that attended. More mid-week runs are being planned, so keep watching.

Dennis O'Brien







## ***CMOC goes bowling ... it's not always about horsepower!***

A big thank you to everyone who attended our inaugural day of lawn bowls at Burnside Bowling Club . We left the Wigram Airforce Museum on a beautiful sunny afternoon and drove through town along Colombo St from Moorhouse Ave to Bealey Ave and arrived at Burnside Bowls eager to try something new . Alan Bryce, one of the friendly members at the club organised bowls for everyone and gave us some instructions on how to bowl correctly , where to aim and a bit of etiquette around the greens and then we were off competing in teams of two or three against each other . It was a fantastic day weather wise , mid 20s sunny and no wind but that didn't help some of us who seemed to love bowling the balls into the gutter at the back of the green or some players holding the ball the wrong way around and have it curve the wrong way joining someone else's game. It really was an enjoyable afternoon and hopefully could become an annual event . There are rumours that the organiser of this event lost both games but this is just a story and should not be repeated. Glenn Thomson







## **Pegasus Bay Drags ... two great stories**

After a week of wintery weather Sunday 2 April arrived a beautiful day.

Pegasus Bay Drag Racing Club had invited our Club to a Mustang Challenge as a part of their day's racing programme.

A small contingent of Mustang Owners turned up at 8.30am at Ruapuna Park. Cars were given a brief scrutineer before drivers' briefing at 10am then were shown a demonstration on the starters line of how to stage their cars and how the timing system worked.

After three rounds of qualifying, drivers were asked what dial in time they wanted to nominate for the challenge competition, this could be changed through the challenge if they thought they could better it.

With the day's racing underway our racers had 3 rounds of eliminations. The final between Dennis O'Brien and Paul Whiting both on a 13.40 dial in time, an automatic and a manual, it was very close. The manual car of Paul's winning on 13.413 seconds to Dennis 13.683 seconds. Paul's reaction time was better.

Interesting m.p.h. times were Paul's 108.31 to Dennis 108.32.

Fastest time of the day's competition was Brian Carson 13.383 at 112.69mph but as his dial in time was 13.45, he went too fast and broke out, thus eliminating himself.

More grudge racing followed until the meeting closed as a cold southerly wind and rain arrived. It was a great day of fun, and the Pegasus Bay Drag Racing Club would certainly have us back for another round next season.

Thank you to those that took this opportunity.

Peter Plumridge



This was a first for many years and a new experience for me. My mind decided weight was the enemy of acceleration so I got to work on myself with two days of casual dieting, but a big meal out the night before cancelled out any gains.

My attention then turned to how to make the old girl lighter (Mustang, not wife Viv). Out came the picnic chairs, umbrella, full sized spare, space saver spare, jack, boot mats, floor mats and even the handbooks. Fuel was set to half full and I even considered emptying the screen washer bottle to save a few more grams.

Pegasus Bay Drag Racing Club ran the event and they couldn't have been more helpful or friendly to us on the day.

There was everything from dragsters, supercharged outlaws, motorbikes and super sedans to 45 Honda Civics and our Mustangs. Each group ran in their own class. I was amazed how sticky the track was at the start. My shoes literally stuck to the track and every step involved lifting and unsticking them.

Lining up on the start line you move forward till the first white lights illuminate at the top of the lighting tree and then creep forward till the second set of white lights illuminate. Two cars race in separate lanes side by side and when both cars have two sets of white lights a blue light illuminates and you wait ready for the three sets of orange lights to illuminate one after the other and then the green illuminates.

Reaction time is critical and the idea is to leave as soon as the last orange illuminates. By the time the mind senses the last orange, tells the foot to get off the brake and floor the accelerator, the car reacts and starts to move the green has illuminated. Sounds simple but the reality is different. Technique and experience would help. I just left the car in drive with traction control on and planted foot on the accelerator. Traction at the start was bit of an issue but what a satisfying feeling blasting down the straight with pedal to the metal. What a hoot!

The first run was my best, a 13.358 seconds quarter mile and 109.91 mph at the finish line in our 2014 GT automatic. The next few runs brought no improvements in my reaction times and results but the fun factor was immense. Everyone had a great time and congratulations go to Paul Whiting who was the winner of our Mustang Drag Racing Challenge.

Thank you Peter Plumridge for arranging this incredible event for us and the Pegasus Bay Drag Racing Club for their amazing hospitality.

Will I be back? Yes absolutely.

Dennis O'Brien





## Hanmer Springs Motorfest



Ominous clouds turned to drizzly rain when we arrived in Hanmer on Friday afternoon.

Having a foot in the Falcon and Fairlane Club I went to the domain and helped them set up. It's always fun and entertaining and after lots of arm waving and banter we set up a makeshift stage, put up tents, arranged cones and barrier tape before retiring to dry out.



The Hanmer council and businesses are delighted to have this event which fills the town and businesses do a roaring trade. The only dissenter seems to be a person in the local rugby club.

Thankfully the rain stopped for Saturday and after a 7am start we were ready for the 650 plus display cars and vendors to arrive.



There were Mustangs aplenty and all types of vehicles from Bambinas and Kombi campers to motorbikes and American cruisers.

The retro fashion show was a crowd favourite and a splendid range of vendors did a great trade, one managed to prise money off me for some garage wall art. The wonderful thing about this event is you can park up and wander back to town. Great for the ladies to do a bit of power shopping, and the guys to rehydrate.



Lots of raffle prizes found new homes and many car owners were rewarded with trophies in the prize giving.

As the crowds thinned the packing up got under way with many helping hands.



We stayed the night with bars and eateries doing a roaring trade.

Sunday morning and the rain returned, more persistent than ever. Thank goodness for a fine Saturday.

This event is one of my favourites. Hanmer is a destination in its own right, a lovely 90 minutes' drive from home and the whole weekend is very social.



Dennis O'Brien.





## World Mustang Day ... Sunday April 16

Each year we celebrate the birthday of the Ford Mustang which was released and went on sale to the public 59 years ago on April 17<sup>th</sup> 1964.

This year we celebrated this at Avon City Ford with just over 100 Mustangs corralled in the carpark beside their eagerly awaited new showroom. Present were Mustangs from all six generations, from the very first to the latest and greatest.

A sausage sizzle was kindly provided and our thanks to John Luxton, Dealer Principal, and Forbes Gourlay for their hospitality and clearing the car park to make room for all the Mustangs.

After a bit of careful juggling and traffic management the Mustangs headed out to Leeston for further celebrations and nibbles upstairs at the Crate & Barrel.

Thanks to all those who took part in this special day.

Next year we will celebrate 60 years of Mustang with the 7<sup>th</sup> generation which is just being released in the USA now. Dennis







# The Mustang models that define the Mustang Legend

(ex Motor Junkie, a leading US site. Part 2 of the story from the December Burble)

## 2003 Mustang SVT Cobra

Inspired by the wild SVT Cobra Rs from the '90s, Ford didn't name the 2003 model with an "R" since it wasn't in limited production. In fact, the SVT Cobra was available to the public rather than just race car drivers and private teams. However, this SVT Cobra was an important model for the Mustang dynasty because it featured two firsts - a factory supercharged engine and independent rear suspension. The Ford Special Vehicle Team (SVT) took a standard 4.6-liter engine block and mounted different heads. They also added a supercharger to get 390 HP and 390 lb-ft of torque. But the rumor was that it delivered more than the advertised 390 HP. The 0 to 60 mph time took only 4.7 seconds, making the SVT Cobra a drag strip terror.



## 2005 Mustang GT



The world was stunned when Ford introduced the fifth generation Mustang in late 2004 as a 2005 model. The retro-futuristic design was perfect for the time because it captured the essence of the legendary first generation. But it also presented an elegant and sporty shape that is still modern, even 18 years after the unveiling. The new Mustang featured a lot of new technology, yet it still had a somewhat older platform with a live rear axle. Nonetheless, buyers went crazy for the car. During its 10-year market life, Ford introduced numerous special versions and extremely powerful Shelby models. But the sweet spot in the range was always the regular [GT model](#). With a 4.6-liter 300 HP V8 engine and later a 5.0-liter 425 HP V8 engine from the 2011 to 2014 model year, the GT was a capable car with exceptionally good road manners. It was fast, handled well and looked cool in any color. And the soundtrack from the [V8 engine](#) is second to none and the looks are still fresh.

## 2007 Mustang Shelby GT500

The first Mustang to wear the Shelby name in almost 40 years was the 2007 model. The Ford SVT department conceived it. And they were the same folks who designed the Cobra R models. However, the 2007 Shelby GT 500 was something else. It looked mean and had an aggressive design with multiple upgrades. Best of all, it sounded terrifying, thanks to the new 5.4-liter supercharged V8 engine with 500 HP and 480 lb-ft of torque. This was the first production Mustang that broke the magic 500 HP barrier. So it was the most [powerful muscle car](#) at the time. With racing stripes on the hood, roof and trunk, four exhaust pipes and the scary rumble from the massive V8, the 2007 Shelby GT 500 would make Carroll Shelby proud. Of course, the performance was amazing with 0 to 60 mph times taking only 4.5 seconds. But this car could probably do better.



## 2012 Mustang Boss 302



Ever since the first retro Mustangs appeared in Ford showrooms across America, car fans have asked for the return of the Boss 302. And for those who don't know, they presented the Boss 302 in 1969 as a racing car homologation special for the Trans-Am races. So, 43 years later, Ford revived the Boss 302 with a new 5.0-liter Coyote V8. In fact, the engine delivered 444 HP and 380 lb-ft of torque. Again, this was almost a pure racing car with no back seats. Also, it had a factory-installed roll cage and a host of external and internal modifications. As you would expect, the performance was better than the regular [Mustang GT](#). The 2012 Boss 302 could accelerate from 0 to 60 mph in 3.97 seconds and top 155 mph. And the 2012 model is widely considered one of the coolest Mustangs of all time.

## 2017 Shelby GT350R

For those who want a classic, screamer Mustang with a Shelby heritage, but with modern technology and unbelievable V8 performance, the GT350R is a perfect choice. Much of the car's suspension, design, aero package, and engine was new, and the biggest single difference was the fantastic [Voodoo engine](#), which has a 5.2-liter displacement, 526 HP and 429 lb-ft of torque, and high revving, flat plane crank technology, allowing the big V8 to scream to almost 9,000 rpm. It is the same technology exotic manufacturers exotic car makers like Ferrari use. But this is the first time a muscle car has had such an advanced engine. Ford's investment in the Shelby GT350R paid off with mind blowing performance with 3.9 seconds for 0 to 60 mph. The Shelby GT350R is a pure sports car that delivers fantastic driving dynamics and experience to drivers. And it is [much closer to the Porsche GT3](#) in terms of precision driving and cornering speeds than it is to those humble Mustangs of yesteryear. This car is not only one of the fastest Mustangs ever, it is also one of the best sports cars made in recent years.







## *Caroline Bay Rock'n'Hop*

This event is huge with 1,000 plus cars, Rock and Roll, fashion shows and cruises to local towns. All of Timaru supports the event which raises a huge amount for The Hospice South Canterbury.

Other club members have been regular attendees and we were invited along by club friends Peter and Pauline who had a spare room in their motel. They also encouraged 3 other groups of Mustang friends from the North Island to come down too. Very persuasive people! We all had a fabulous weekend.

You can always poke fun at someone else's misery and we did. One of the North islanders had a starting issue with his Mustang, getting jump starts along the way after being convinced his battery was OK by specialists. We kept telling him his battery was toast (might have used a different word). He finally relented, bought a new battery and all has been good since including his much improved mood.

The event runs over several days and celebrates everything about the 50's and 60's. We arrived Thursday afternoon.

On Friday morning we joined the cruise to the Geraldine Domain and walked the short distance to town. Things were a bit damp, so Barkers café and many others did a great trade. Later, back in Timaru, we lined up at Caroline Bay for a cruise through the closed off streets downtown and then headed to Temuka. With so many cars it took about 90 minutes for all cars to leave Caroline Bay. People were lined up everywhere watching the procession, many rugged up and braving the chilly evening.

Saturday was the car show. With so many cars, caravans and motorbikes on display I did it in stages. The rock and roll dancing was good to watch, sitting on hay bales and resting weary feet. The fashion show of local OP Shop clothing was fun to watch and there was also the genuine fashion show of period clothing. The weather was kind, much to everyone's relief.

Sunday was a leisurely start and cruise home, stopping in Temuka for brunch and then home for dinner with our new friends.

The Cook Strait ferries caused a bit more stress for our North Island travellers, stranding them in the Mainland for a bit longer.

Put this on your calendar for next year. It's well worth it and we have booked our accommodation already.

Dennis O'Brien







## **CMOC's coming events ... pencil your diaries now!**

<b>Tuesday, May 9</b>	<b>CMOC Social Night</b>	<i>The Good Home, Wigram Skies, 6.30 - 9.00pm. A great social gathering hosted by your Committee</i>
<b>Friday May 19 - Sunday May 21</b>	<b>Mainland Muster, Wanaka</b>	<i>Our long running, annual get-together fun weekend with the Southern Mustang Owners Club. This year it's our turn as hosts, and we've chosen the superb Edgewater Resort at Wanaka as our base. Themed dinners, organised drives, great hospitality and activities, topped off with the company of our great friends from Southern. The numbers attending are almost at maximum, but there might be limited space ... talk directly with Dennis O'Brien.</i>
<b>Saturday June 3 - Monday June 5</b>	<b>Buller All Ford Day</b>	<i>Kings Birthday Weekend. A long running event that for some reason dropped off the CMOC schedule for some years. A great gathering of Fords, many of which only ever come out for Westport. There's a car run on Saturday, car show on Sunday, great dinners and West Coast hospitality! More info by email.</i>
<b>Saturday June 10</b>	<b>CMOC Annual General Meeting, and preceding run.</b>	<i>3pm Papanui Club, Sawyers Arms Road. An important event for all members, even more so due to the Burble discussions as per the notes in this issue. CMOC AGM's are never dull and boring, very social, and not too long. Plus the opportunity to stay on for dinner after.</i>
<b>Tuesday June 13</b>	<b>CMOC Social Night</b>	<i>Watch for further information. Likely to be a new venue, as we change locations regularly to keep it interesting!</i>
<b>Sunday June 25</b>	<b>CMOC Annual Track Day, Ruapuna Motor-racing Track</b>	<i>Professionally run, almost unlimited laps, and rated by all as the best fun and value for money ever! An absolute must and the highlight of the year for many.</i>
<b>Tuesday July 11</b>	<b>CMOC Social Night</b>	
<b>First Sunday every month</b>	<b>Kustoms Car Club breakfast meet, McLeans Island Rd</b>	<i>Great social occasion. Always many CMOC members and Mustangs present</i>

**Check your emails and CMOC website for more details on these events as planning progresses. Watch for more events to be added in July and August, once the new Committee is up and running after the AGM!**







## Postscript:



Team Fairbrass at competing at George Begg Festival ..... Barry Fairbrass (CMOC founding and life member), and daughters Clara and Maddie. Well done!



Also at George Begg Festival... Christchurch Mayor Phil Mauer off track rally-cross style, during the Ford display parade laps. Phil's a "petrolhead" and racer, and co-owns this ex Francois Delacour WRC Es- cort. Maybe we should invite him to CMOC's next Ruapuna track day?! .... anyone want to lend their Mustang to the Mayor?

### Editor's Thanks

Thanks to Club Captain Dennis O'Brien and Glenn Thompson for their contributions to this December Burble .

### Photographs

Unless otherwise noted, all images are sourced from platforms and sources freely available to the public through various digital sources. Specific sources are noted as applicable. Special thanks to CMOC member Andrew Lange for his photo's of a number of recent CMOC events covered in this Burble.

### Disclaimer

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