



Burble Newsletter

Web Site canterburymustang.org.nz

The newsletter of the Canterbury Mustang Owners Club

June-July 2023





From the editor

Your newly elected committee has had its first meeting and the major issue that needed to be addressed was the future of the Burble magazine. The members at the AGM indicated that given the rising cost of the magazine and the difficulty in finding a volunteer editor, their preference was for the Burble to continue in a reduced digital newsletter/flyer format to be issued on a more regular and timelier basis.

Along with my role as secretary I have undertaken to coordinate and produce the newsletter and here is my first effort, I hope that it fulfils the aim of keeping members informed about not only administrative matters but also reporting on events that have taken place along with some items of interest to all Mustang owners. Many thanks to those who contributed. Please feel free to e-mail the editor with anything that may be of interest to members for the next August– September issue. At this stage we are aiming at a bi-monthly edition.

Cheers, Ed

brian.mills50@extra.co.nz

In this issue

1. A message from the president
2. Your new committee for 2023
3. Minutes of the 2023 AGM
4. Presidents speech at the AGM
5. Introducing the new FoMC president
6. Words from our club captain Dennis O'Brien
7. Upcoming events—August to December
8. 2024 Mustang Dark Horse Hennessey H850
9. Mid week run to Methven 18th July 2023
10. Mid week run to Tai Tapu Hotel 21st June 2023
11. Mid Winter Cheviot Lunch 25th June 2023
12. S650 Ford Mustang Raptor for 2026?
13. Mustang Supercars get revised engine14.
14. Lets Drive Route 66

14.



A message from the President

Greetings Club Members

I'm sitting here contemplating how I am going to write this column as I know there is an expectation of delivering a quality newsletter that all members can relate to.

So, I have decided that I will write on two different matters. First, on a more personal note since I am considered a newer member of 8 years, I may not have met everyone in the club, but I have so far had the pleasure of meeting many of you and I feel a genuine friendly warmth with a common goal to all things relating to the Mustang and its ability to bring people together.

It can be a challenge to break into the fold especially with the new members, so I have to say please everyone make our new members welcome as they are the future of the preservation of the club. We all have a history and stories which we all can relate to and mine started way back in the early 60's. There is a family picture of me standing on the front seat of my dad's Ford 49er single spinner holding onto the steering wheel pretending to be a mature capable driver. I was only 2 years old. Maybe somehow this experience stayed with me as many years later I bought my first car a 1963 Pontiac 4 door pillarless sedan. I was 19 and full of car enthusiasm. The late seventies and early eighties were a period of hot-rod's, weekend rebuilds and high turnover of buying and selling cars of various makes and models (and I'm not afraid to mention some were GM based lol).

Most were of course Fords with models being a range of Cortina's, Falcons with a spattering of European in the mix. Those were the days of reeking yard parties on a Friday night and making a profit on buying and selling cars. In the days of pulling out a 4-cylinder motor on a Saturday morning and sticking in a v8 or something of a larger displacement and cruising that night around the Square only to find that the diff couldn't handle the extra HP and subsequently having to be towed home. Such fun!

In the late 80's I changed direction and headed off overseas on the great Kiwi travel experience taking in my parents' birthplace (Holland and all my family Aunties, Uncles and Cousin's). I spent 2 years traveling through Europe and eventually ending up in the middle east Turkey, Kurdistan area of Iran, Iraq, Syria. This was the start of my life changing period.

Eventually heading back through the eastern bloc countries as it was back in 89' this was the time of falling Communism and the Berlin wall coming down. I noted Hungary and Yugoslavia being the first to embrace western influence. I filled 3 years of diary recordings of my life and experience's during that time and took 3000 slide photos. Those were the days of no Facebook or other social media for which I could have recorded my daily activities.

A period working in London helped me get my savings back up to a sustainable level so I could enjoy the big city offerings. I moved from various locations eventually ending up in Marylebone, close to Sherlock Holme's abode. Working in construction in the late 80's and early 90's taught me a hard work ethic and The Maggie Thatcher Government of the time was kind to me. Coming back home was a culture shock and you would think that would be the other way around, but I could see a potential positive change about to happen. I eventually ended up in the security world settling down to make something of myself in business and having met Christine was the part of my life that grounded me.



A message from the President continued

So, after a couple of years of working and buying property I had an itch to venture into collecting old cars again. First was a 1946 Ford truck which I still have today and in between buying and selling cars like Escorts and Audi's I ended up with 2 Mustangs which I guess you'll see from time to time.

So, I end my story and now to start another chapter in the future of the Canterbury Mustang Owners Club. A couple of committee meetings later and having the best bunch of guys and gals in the committee we are heading a strong club with a bright and interesting time ahead.

There are many things to consider when running a club of this size, one to provide entertainment covering all members and their cars. My initial thoughts are to recognise all sponsor's and advertiser's as they are an important part of this club. We are all together in this to make the club run with a small profit in mind so that we can give back to the members an enjoyable experience. One of the big events to keep in mind is the 2027 Convention which we will be holding.

This will come around quicker than you think and already now we are starting the early planning regarding where to hold this big weekend. (More to follow as time goes on).

Events are being planned on a regular basis and I would hope to see many of you all somewhere in the near future and especially as the warmer months come closer.

The committee is always looking for new ideas and look forward to all your response's so we can incorporate them into our monthly planning. If anyone has an idea for a run or Garage meet with classics in mind, please let someone in the committee know as I for one am keen to get my 68' out for a ride and a visit to whatever establishment is available at the time (which reminds me I need to finish installing my new rear sway bar).

Once again, a huge thanks to all the Committee members, Advertisers and of course everyone in the Club for making this one big family of Mustang loving enthusiasts.

See you all around somewhere.

Regards

Ray van Hamelsveld

President CMOC

274313998

ray.vh@xtra.co.nz





Your new committee for 2023

President	Ray van Hamelsveld	024313998	<u>ray.vh@xtra.co.nz</u>
Vice Pres	Rick Paulsen	0215353593	<u>pony-66@xtra.co.nz</u>
Secretary	Brian Mills	021782288	<u>brian.mills50@xtra.co.nz</u>
Treasurer	John Schafer	0275877733	<u>schafer@xtra.co.nz</u>
Club Captain	Dennis O'Brien	0211878488	<u>d-v.obrien@xtra.co.nz</u>
Committee	Andy Wheatley	021338239	<u>andytracywheatley@gmail.com</u>
Committee	Garry Pascoe	0275337179	<u>garrypascoe@xtra.co.nz</u>
Committee	Glenn Thomson	021622761	<u>glenn@mobivac.co.nz</u>
Committee	Lesley Hyland	0221018300	<u>lesley.h57@hotmail.com</u>
Committee	Maria Van Nus	0223854001	<u>maria@shelby.co.nz</u>
Committee	Mark Hanson	0277733211	<u>jude.casey@xtra.co.nz</u>
Committee	Neville Hyland	02102548486	<u>nev.h@hotmail.com</u>
Committee	Peter Watt	02108095299	<u>peteandpaulz@gmail.com</u>
Committee	Ray Eade	021497520	<u>eaderay15@gmail.com</u>
Committee	Richard Crawford	0211798715	<u>rscrawford @hotmail.com</u>
Committee	Rick Paulsen	033440131	<u>pony-66@xtra.co.nz</u>
Committee	Sam Ng	0274793736	<u>shelby@shelby.co.nz</u>



Minutes of the 2023 AGM

CANTERBURY MUSTANG OWNERS CLUB INC

Minutes of the AGM held on 10th June 2023 at 4pm
at the Papanui Club, Outdoor Bowling Club Rooms,
Christchurch



1. WELCOME

Garry Jackson extended a warm welcome to all those in attendance.

2. PRESENT (Voting Rights)

Viv & Dennis O'Brien, Pauline & Peter Watt, Brian Mills, Ray Van Hamelsveld, Christine Quinn, Nigel Northcroft, John & Alice Davison, Richard & Glenda Crawford, Dianne & Glenn Thomson, Colin Sweetman, Lesley Hyland, Jude & Mark Hanson, Dee-Ann & Scott Fitzgerald, Kelvin Dixon, Tony Schreuder, John Quinn, Karen & Keith Firman, Maria Van Nus, Sam Ng, Gabriele & Peter Plumridge, Gary & Jo Willis, Rick & Andrea Paulsen, Andy & Tracy Wheatley, Ashley Smith, John Meenhorst, Lynda & John Hague, James Simpson, Shelley Williams, Rob Donaldson, Garry Jackson, Glenn & Kathryn Martin, Ray & Gail Spencer, Allan Hammond, John & Raelene Reekers, Forbes & Megan Gourlay, Dave & Gail Cooper, Mike & Julie Costigan, Cheryle & Mark Donnithorne, Gary Marshall, Bruce & Colleen Scott, Dennis Phillips, Tony & Liz Sandes, Klyn & Ian Loffhagen, Jeff Waghorn, Dave Bannan, Patrick Forde, Christine & Don Mackay, Jenny Love, Evan Hannah, Naomi Hannah-Brown, Tom & Janette Chin.

3. APOLOGIES

Peggy Dilger, Brent & Sue Smith, Gerard & Christine Curtis, Kevin & Debbie Lynn, Grant & Astrid Boore, Alister Paul, Greg & Jill Bennett, Mary & Michael Chisnall, Cameron Milne, Reg & Kate Hall, Alan & Nicki Howe, Victoria Beattie, Gary & Shirley Baxter, Buzz Harvey, Dallas & Michael Hoskin, Rodney Swinney, Tony Bourke, Kim Buckley, Michael & Celia Hutcheon, Peter & Dallas Geddes, Bob & Janet Verral, Roger & Anne Nielsen, Peter & Susan Donaldson, Mike Hay & Viv Titmus, Ray Eadie, Mark Brown, Sharon Schreuder, Erica Phillips, Doc Williamson, Jude Davidson, Andrea Bannan, Sandy Smith, Dick & Mavis Cleall, John & Dominique Schafer, Neville Hyland, Garry & Jo Pascoe.

It was resolved to accept apologies.

Moved: Garry Jackson

Seconded: Peter Watt

4. MINUTES OF THE PREVIOUS AGM

It was resolved to accept the minutes of the previous Annual General Meeting held on 28th May 2022 as a true and correct record.

Moved: Tony Schreuder

Seconded: Peter Watt



Minutes of the 2023 AGM continued

5. MATTERS ARISING FROM THE PREVIOUS MEETING

There were no matters arising.

6. CORRESPONDENCE IN / OUT (SIGNIFICANT)

There was no significant correspondence other than normal operational communications and communications with other mustang and local clubs.

7. TREASURERS REPORT

A copy of the Financial Statement of the club and the Auditors Report was emailed to all members as part of the AGM package.

- * Christine Quinn presented the Treasurer's Report.
- * Attention was drawn to the new incorporated societies regulations that will be introduced late this year. Societies would have several years to adapt.
- * The need for income tax recognition for activities outside membership
- * Auditors will probably write off gear that is still there at next balance day.

It was resolved to accept the Club Accounts and Treasurers Report for the year ended 31 March 2023.

Moved: Lesley Hyland

Seconded: Shelley Williams

It was moved that the members confirm that they are comfortable with the fact that for this year the accounts have been subject to a review rather than a full audit.

Moved: Garry Jackson

Seconded: Ian Loffhagen

8. PRESIDENTS REPORT

Garry Jackson presented the President's Report.

9. SECRETARY'S REPORT

Brian Mills presented the Secretary's Report.



Minutes of the 2023 AGM continued

10. ELECTION OF OFFICERS

Recorded that the following members were elected:

Position:	Nominations	Re-	Moved By:	Seconded By:	Elected:
President:	Ray van Hamelsveld		Garry Jackson	Rob Donaldson	Yes
Vice Presi-	Rick Paulsen		Dennis O'Brien	Garry Jackson	Yes
Secretary:	Brian Mills		Maria Van Nus	Ray van Hamelsveld	Yes
Treasurer:	John Schafer		Viv O'Brien	Peter Watt	Yes
Club Captain:	Dennis O'Brien		Rick Paulsen	Jeff Waghorn	Yes
Committee:	Garry Pascoe		Glenn Thomson	Sam Ng	Yes
	Ray Eade		Mark Hanson	Glenn Thomson	Yes
	Sam Ng		Maria Van Nus	Andrea Paulsen	Yes
	Maria Van Nus		Sam Ng	Viv O'Brien	Yes
	Mark Hanson		Dave Bannan	Glenn Thomson	Yes
	Glenn Thomson		Mark Hanson	Dennis O'Brien	Yes
	Richard Crawford		Shelley Williams	Rick Paulsen	Yes
	Andy Wheatley		Mark Hanson	Jeff Waghorn	Yes
	Neville Hyland		Sam Ng	John Meenhorst	Yes
	Peter Watt		Brian Mills	Garry Jackson	Yes
	Lesley Hyland		Maria Van Nus	Rick Paulsen	Yes



Minutes of the 2023 AGM continued

11. GENERAL BUSINESS

The following items were raised from the floor.

We needed to be thinking about Convention 27 if we intend to host the event.

Members should be reminded that there is a financial benefit to the club if they use Swann Insurance.

The members considered the options for Burble going forward.

Garry Jackson briefed the members regarding the cost of producing Burble in its current format and outlined 3 options for the future. He also reminded the members that whatever they decide to do it would still require a member(s) to put their hand up to produce the content.

1. Continue with the status quo and wear the cost increases that were inevitable.
2. Continue with the printed version but allow members to nominate whether they wished to pay for and receive the magazine
3. We go with a digital version of Burble.

It was suggested from the floor that we could consider an annual version of the magazine or a yearbook.

It was moved from the floor that we go with a digital version of a regular newsletter/magazine.

Moved: Ray Spencer

Seconded: John Reekers

The motion was carried 64 for and 12 against

It was agreed that the committee would now finalise the details including identifying an Editor(s)

12. MEETING CLOSED

The meeting closed at 5.34 pm.

"Do it see you right"

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Presidents Speech at the AGM

Thank you all for the opportunity to present my President's Report to this AGM, for the year of 2022/2023.

Sitting down and writing the President's Report for an AGM is never an easy task. On one hand it's like an annual appraisal and review of my performance over the last year; on another, it's my own review, so I guess there's a level of personal perspective and maybe "bias" that goes with it.

So here goes. The starting point has to be the fact that this is my last such report. After being elected at the AGM in 2016, and seven full years in the chair, I have made the call to step down and handover the pony club reins. There's a number of reasons behind this decision, not least the fact that every organization needs fresh faces and new blood, and after seven years in the chair it is very much that time.

I'm not going to dwell on that seven-year history, except to say that to the best of my ability we've tried to maintain a stable course, financially secure, a growing membership base, developing new people into key roles to protect our future, and remaining true and passionate about all things Mustang (from 1964 to tomorrow) in everything we do.

In my President's Report two years ago, I detailed what I believe to be the six priorities that govern what we do as a club, year by year:

Keep expanding our schedule of events with activities that our members want and will support.

What ever that schedule is, have fun and socialize

As a committee, run the Club effectively and efficiently.

Continue to grow our community contribution.

Be a voice in the NZ classic car movement.

Continue to promote Mustang's mix of models and years, preserving and promoting all things
"Mustang" from 1964 till today, and tomorrow.

I'd like to think that we've continued to work on all six priorities over the last year.

With regard to the schedule of events, I'd like to make special mention of our Committee, and the work they've done, individually and collectively; I want to personally thank (and single out) Club Captain Dennis O'Brien for his leadership and personal contribution on events, particularly the new innovation of our monthly social nights; and special mention and thanks to Peter and Pauline Watt for their inspiration and efforts for the new dynamic of our "Gold Card Runs", which have greatly expanded our calendar with new variety and opportunities.

In this report, and looking back over the last 4 years, I want to pay special attention and appreciation to the role that previous Vice President Mike Dilger played, supporting me and bringing our Club into the new age of technology. The depth of my thoughts and words were in the recent Burble story, but I cannot sign off my role as President without again thanking Mike for what he did in 2019/2020 getting us in to the modern age with the Friendly Manager system and getting our website up and running. This technology and systems are now in the hands of Sam Ng, but special thanks to Mike remain deep in my heart. Farewell my friend.



Presidents Speech at the AGM continued

Special thanks also to our great Committee over the last year Vice President Ray van Hamelsveld, Secretary Brian Mills (who has learnt to balance his Mustang priorities with his personal NRL passions), my right-hand Christine Quinn as our Treasurer, Club Captain Dennis who I mentioned earlier, and the great team around the table. Grateful thanks to you all, from all of us in the club.

I guess as part of any 7 year wrap up, there's always a few concluding points:

Burble! What do I say? Later in this AGM we'll discuss and maybe debate the future format of our much-loved CMOC Burble. All I want to say now is that with the last three years as editor, and 13 issues under my belt, it's been a blast. I've learned so much, from the intricacies of MS Publisher and formatting, chasing stories, trying to think of new stories and angles, and a whole lot more. I've tried hard to keep the roles as Editor, and President as distinct and separate as possible, and I apologise if sometimes I crossed that line. But what a ride!

Notable points over the last seven years? So, so many, but only three that I'll highlight here. Firstly, being President and Convenor of the National Mustang Convention 2020, and the wild covid 19 ride that we endured but survived, and coming out the other end successfully with what everyone said was a great event, and one of the best ever. Secondly, having the opportunity two years ago to pull together the 40-year history of our Club, to put it into a story that is now on our website, and in doing so managing to mend some fences along the way. It was a special opportunity that fell on my watch, and I hope I did it proud. And thirdly, from the bottom of my heart (and Loretta's), thanks to you all and the AGM of two years ago that caught us both by surprise with life membership of this great club.

My future? I'll continue as an active and passionate member of our club, but there is another calling around the corner. I've been asked to accept nomination as President of the NZ Federation of Motoring Clubs, the organization that comprises 138 clubs across NZ and a combined membership of 140000. Their AGM is next weekend. The Federation is presently involved in a major market research survey to determine, for the first time ever, the social and economic footprint of the entire historic, classic and recreational market sector in NZ, and as the likely incoming President this survey will come together on my watch in the weeks ahead. Interesting times, and new challenges.

So, with this last President's report, I want to convey a heartfelt, personal and deep thanks to you all for your support, your friendship and your personal endorsement. Twenty-three years of membership, seven years as President, and I'm still learning and as enthusiastic as ever, and ready for new challenges. You all, as Canterbury Mustang Owners Club members and friends, have made this wonderful pony run possible for me, and I'm indebted to you all. Best wishes, and whatever else, keep riding the pony!

Thank you.

Garry Jackson

President, Canterbury Mustang Owners Club 2022/23.



Introducing the newly elected FoMC President

Greetings

I'm writing to you as member clubs, and club branches, of the NZ Federation of Motoring Clubs, to introduce myself as your newly elected President, following the FoMC AGM on June 18.

I became involved in the Federation two years ago when my club, the Canterbury Mustang Owners Club, became a member of FoMC. Soon after that, I was invited to join the FoMC Executive in an advisory capacity, and I was then elected to the Executive as an Officer a year ago.

I'm a "car guy" first and foremost, dating back to my grandfather's love of Fords as his car of choice as a North Canterbury stock and station agent, and my yearning interest in the success of New Zealanders Bruce McLaren, Denny Hul-

me and Chris Amon in their international exploits and successes in Formula 1, Le Mans and Can Am in the late 1960's. I've had the opportunity and privilege of a 55-year automotive business career in New Zealand and internationally, across a wide variety of roles including sales and marketing executive positions, time as a Dealer Principal of a large metropolitan dealership, motorsport management and sponsorship, and most recently nine years as Senior Consultant to Ford's growth strategy in China, particularly the launch of the Lincoln brand into that market. Close to home, I'm a 23-year member of the Canterbury Mustang Owners Club and the club's past President for the last 7 years. As an "aside", I've learned a lot about governance and leadership as Mayor of Hurunui District for two terms, and past President of the Rotary Club of Christchurch.

From the Federation's viewpoint, I see our future very positively, albeit somewhat demanding in these time of challenge and change on some many fronts. Thanks to the great leadership of retiring FoMC President Harry Duynhoven, I believe that our organisation is in a strong position across all sectors of our wide membership, and my focus will be to continue and accelerate that journey, increasing our relevance beyond our membership and growing our relationships. Our forthcoming, first ever NZ Historic and Classic Vehicle Survey research and findings will be a critical and influential step in lifting the FoMC's profile, and our contribution to NZ's society and economy.

I'm really looking forward to what the Federation, and our individual member clubs will achieve in the months and years ahead. And I'm starting this role very much with my eyes on the great road ahead, and the power and energy we have under our bonnet!

Very best wishes

Garry Jackson

President, NZ Federation of Motoring Clubs.

Email: garry.jackson@fomc.nz

Mobile: 0274855335





Words from our Club Captain, Dennis O'Brien

The words "Going Digital" strikes fear into the hearts of many, myself included, and here we are with our first digital Burble Newsletter. This is a learning experience for all of us, so buckle up and enjoy the ride.

Reasons for Going Digital are many and have been discussed and debated for years. Unlike politics where little seems to change we have made the decision and are moving forward.

Stand still and you are actually going backwards, as life continues to move forward around you.

It reminds me of the story of the three mice and the cheese. The cheese had always been there and the mice nibbled away at it happily every day. One day the cheese wasn't there, so one mouse headed off and found a new, better supply of cheese. The other two stayed and the cheese returned a few days later, but there wasn't as much. The mice were getting hungry and the cheese supply became more infrequent. Eventually the second mouse left and searched and found more cheese. The third mouse stayed, became weaker and hungrier and eventually died as he was too weak to move when the cheese supply stopped.

As a club I feel we are like the second mouse. We aren't the first club to go to a digital magazine but we aren't going to hang in there and starve.

There is plenty happening in our club and our events have been really well supported. Thank you for coming along and joining in the fun.

Dennis O'Brien

Mobile 021 187 8488



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

Carl Gritt and Nancy Kahi	1996 White Cobra 4.6 Manual
Tony and Liz Sandes	2018 White GT Convertible 5.0L, 6 Auto
Lloyd and Tanya Merchant	2022 Cyber Orange RTR Spec 1, 6 speed
Damon Sayer and Sarah Malcolm	2016 Ruby Red Convertible
Scott and Dee-Ann Fitzgerald	2013 Envy Green GT



Upcoming events— August to December

August

Tues 8th Aug, Social Night, The Good Home, Wigram Skies

Thurs 17th Aug, Mid-week run to Kaikoura, Peter Watt organising

Sun 20th Aug, VCC Daffodil Rally – Neville Hyland coordinating with VCC

Thurs 24th Aug, 10 pin Bowling, 7pm, Mark Hanson organising

Sun 27th Aug, Autohaven Museum visit, Garry Pascoe organising

September

Tues 12th Sept, Social Night

Sun 10th Sept, Big Tradie Park Up 10 am -12 pm, PlaceMakers Riccarton

TBA-Mid-week run – Peter and Pauline Watt

Sun 17th Sept, Mystery Run, North Canty, Garry Jackson organising

Sun 23rd Sept, Vintage Fest, Lincoln – put info out to members

October

Sun 8th Oct, Run to Bealey Hotel

Sun 8th Oct – Thurs 12th Oct, Around the Top Half trip, Peter Watt organising, capacity reached, room only if there are cancellations.

Tue 10th Oct, Social Night

TBA-Mid-week run – Peter and Pauline Watt organising

Fri 20th – Mon 23rd Oct, Auckland Convention

Sat 21 or Sun 22 Oct, Pie Run, Neville Hyland organising

November

TBA—Go Karts – Andy Wheatley organising

Sun 5th, Route 79 Museum, Geraldine, Garry Pascoe organising

Sun 12th, All American Day, Timaru

TBA-Geraldine run to Man Cave – Garry Pascoe organising

TBA-Mid-week run – Peter and Pauline Watt organising

December

Sat 2nd Dec, Xmas lunch, Hanmer



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2024 Mustang Dark Horse Hennessey H850



The Ford Mustang has long enjoyed some of the strongest aftermarket support of any vehicle, thanks largely to its massive enthusiast following. That tradition appears set to continue with the arrival of the S650 generation 2024 model, as both Saleen and Steeda have already announced their plans to offer fortified versions of the new pony car, with plenty more likely set to follow. That list also now includes Hennessey Performance, as the Texas-based company just revealed the 2024 Ford Mustang Dark Horse Hennessey H850.

As is usually the case with its vehicles, the “H850” part of the 2024 Ford Mustang Dark Horse Hennessey H850 refers to the car’s output, which in this case is indeed 850 horsepower, along with 650 pound-feet of torque from the fourth-gen Ford 5.0L V8 Coyote engine. Hennessey accomplishes this 350 horsepower gain over the stock version via a host of performance upgrades, including a supercharger, a high-performance induction system, larger fuel injectors, a new fuel pump, and its in-house HPE Engine Management software. To help visually differentiate the Hennessey Dark Horse from a regular, run-of-the-mill model, the tuner gives it a variety of exterior updates as well. Those include a carbon fibre front splitter, side skirts, and rear spoiler, along with forged aluminium wheels. Those that want a bit more retro flair can opt for a set of unique heritage graphics, too. Inside the cabin, the 2024 Ford Mustang Dark Horse Hennessey H850 adds embroidered headrests to help remind occupants that they’re riding in something special.

The new Hennessey Dark Horse H850 is set to enter production in Q4 of 2023, though pricing hasn’t been announced just yet. Regardless, for those looking for a more powerful version of the new S650 – now that the GT500 is at least temporarily on ice – it certainly seems like a suitable choice.



Mid week run to Methven 18th July 2023

A Mustang owners history lesson 101: The first Methven Hotel began operating on the corner of Main Street and Kilworth Street in 1880. The second Methven Hotel was erected on the same site in 1916 and today is known as the Blue Pub.

Mid Week run to the Blue Pub Hotel in Methven, Tues 18th July.

What a great day to go down in history for our Mustang Club, our first run on Pension day and Winter Allowance. So a record number of 72 members with fuel tanks and wallets full departed from West Melton and Southern members from Pleasant Point. A great mix of cars from Maree Shepards 65, a couple of 69 fast backs seen in the carpark. Jeff and Karen Waghorn life members in their beautiful Mustang Fast back. The run was with out incident with a very small amount of road works. The Blue Pub did an excellent job of looking after us given that the numbers increased from our first booking of 50. A big thank you to Casey Crawford at the Blue Pub.

Cheers Peter and Pauline Watt





Mid week run to Tai Tapu Hotel 21st June 2023

A friendly country pub, the Ellesmere Arms (generally known as the Tai Tapu Hotel) has been the local watering hole since the 1860s. It was originally a stage coach inn, complete with stables and forge, on the road to Akaroa.

What a great run this turned out to be Twenty Two cars met at the Papanui Club for an 11am departure, the weather gods were on our side and the convoy left on time. Twisting our way around the back of Christchurch Airport and on to West Coast Rd. Up past the Prison and taking a sharp left into Kirk Rd where Two more Mustangs joined the convoy.

We travelled down and through Templeton hanging a right into Jones Rd running parallel with SH1. Hanging a left into Robinsons Rd where another Mustang awaits us. At the end of Robinsons Rd the local school children were out to cheer us on they got lots of toots and waves from all of us. We get to Springs Rd and head to Lincoln then cruise past the university through Lincoln and on to Tai Tapu.

Looking at all the cars parking up and being met with more Mustangs whom came direct to Tai Tapu along with one Toyota Surf.

In total we had Fifty Eight Mustang Enthusiasts for lunch. The staff at Tai Tapu were awesome as was the food and service.

Thank you all whom attended for the great feed back and encouragement you give Pauline and myself for putting these midweek runs together.

Cheers Peter and Pauline Watt





Mid week run to Tai Tapu Hotel 21st June 2023



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Mid Winter Cheviot Lunch 25th June 2023

As the CMOC Track Day on Sunday 25th June was cancelled, the club organised a run to Cheviot instead for a mid-winter lunch, returning via the picturesque Leader Valley. This is a fabulous trip, taking the scenic way home through Leader Valley, Waiau, Rotherham and Culverden, a route we haven't taken for many years. From memory was Sunday 21st May 2017. Every one enjoyed there yummie buffet lunch at the Cheviot Trust Hotel before heading home via the picturesque Leader Valley.



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Mid Winter Cheviot Lunch 25th June 2023



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S650 Ford Mustang Raptor for 2026?



In recent years, Ford's Raptor family has grown to include not only the Ford F-150 Raptor (and Raptor R), but also the Ford Bronco Raptor and Ford Ranger Raptor, each of which is sold in more than one country across the globe. These hardcore, high-performance off-road vehicles have become incredibly popular among enthusiasts, routinely selling for far more than MSRP and remaining in high demand. As such, it would be perfectly sensible to expect to see even more Raptor-fied vehicles moving forward, and that may very well be the case with an S650 Ford Mustang Raptor, according to *Car and Driver*. Last November, *Ford Authority* rendered an S650 version of what we thought a Ford Mustang Raptor R might look like, but that was merely a hypothetical exercise. However, *Car and Driver* is now reporting that such a machine is on track to arrive in 2026, though the rag doesn't outline any sources for this information, which was published online today but is destined to appear in the May 2023 issue of the magazine.

Regardless, *C&D* does provide a few details regarding what we can expect from this more affordable Porsche 911 Dakar rival, including the fact that it will be powered by a naturally-aspirated 500 horsepower version of the Ford 5.0L V8 Coyote engine, though no manual transmission will reportedly be available – just the 10-speed automatic, and no two-speed transfer case, either, though it will utilize an electronically controlled centre differential, while a Predator-powered Raptor R version is inevitable too, it seems. Otherwise, the Ford Mustang Raptor will share quite a bit in common with other Raptor models, including its Fox Live Valve dampers, a two-inch lift, beefier springs, skid plates, fender flares, and all-terrain tires. Pricing will reportedly start out at around \$90k, making this a pretty pricey pony. Ford opted not to offer all-wheel drive on the 2024 Mustang, and the S650 may be the last to offer a V8 engine. Considering the fact that S650 production will reportedly end by 2030, it makes sense to churn out as many special models as possible in the meantime – including the next-gen Shelby GT500, which will launch in 2025 for the 2026 model year and was recently spied in mule form by *Ford Authority*.



S650 Ford Mustang Raptor for 2026?





Mustang Supercars get revised engine



Over in Australia and New Zealand, the Supercars Championship remains one of the more popular forms of motorsport in that particular region, and it's a series that the Ford Mustang has long enjoyed tremendous success in, largely thanks to the fact that the vehicles that compete in the series are closer to their road-going brethren than most. Like many motorsports series, however, Supercars is always searching for ways to even the playing field, and now, that means that the Ford Mustang racers are in line to receive a bit of an engine update, according to *Motorsport*.

Starting this weekend with the Sydney SuperNight event and moving forward, the Ford Mustang Supercars racers will utilize an 80mm throttle body rather than the larger, 87mm unit that's been present until now – which will bring it in line with Chevy's own Supercars V8 engine specs. While one might assume that this could put the pony car at a bit of a competitive disadvantage, that apparently isn't the case at all, as many believe that the smaller throttle body will eliminate rear tire lift and improve drivability – problems faced by the Ford Mustang racers that haven't affected the Camaro, apparently.

“Supercars can confirm that the Ford homologation team requested an Engine Specification Document (ESD) change to use an 80mm throttle body,” a Supercars spokesperson said. “This has now been tested, verified, both on and off track, and is now approved for introduction for the Beaufort Sydney SuperNight.”

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Lets Drive Route 66

I've always loved mustangs. I was about 9 when I told my old man I was going to buy one when I grew up! It was 1969 and it was a Mach I. Roll the clock forward to 1996 and I bought a rough Mach I in the states and shipped it to Aussie where I was living. Spin the clock a bit more and I've been living with the frustration of a car four weeks off completion for ten years! But that's another story!

It led to Robyn suggesting we drive Route 66 in USA back in 2010, which we did after buying a Stillen Mustang off friend Steve Millen in California. It was a hoot and we left the car in Chicago, met there again nine months later and did it again with friends. Then again with friends of friends and later friends of their friends!

It was all pretty cool and heaps of fun meeting people on the road who really make the experience... but the pandemic stuffed things up and the world (especially this far south) sat idle waiting for the fear to disappear. By May of this year we hit the road again with a handful of enthusiasts eager to get on the mother road to see how things were in the northern hemisphere. Let's not enter the debate on masks v no masks or vaccine v no vaccine, let's just say USA seemed to be getting on with life after!

Three convertible rental mustangs departed Santa Monica in mid-May as planned, a couple of girls from Toowoomba in Queensland and a couple from Christchurch, all who'd been planning to do their trip back in 2020.

First stop was the Mission Inn at San Bernadino, just off the route but a must-see place to see and stay.

We slipped off the road even further into Vegas. Everyone wants to go there... at least once, so we did. Shows, outlet shopping and of course a personal private tour of Shelby American.

Past Hoover dam and back to the Mother Road we cruised up the twisting road to Oatman where the pavement's still wooden and the Burros are almost as stationary. It's a trip back in time and you'd expect a gun fight. Yes, they do that too.

Seligman is the birthplace of the Historic Route 66 and we met with the man who started it all. Angel had been building some outdoor furniture, but downed tools to come and see us. He was 96 recently, but you wouldn't know by his enthusiasm for the old road... and interestingly for people like us who ply the old road, helping keep his dream and business alive. It was very special.

Williams on the rim of the Grand Canyon is everything Main Street America. Sure it's commercial but anyone who's done Williams says they've done Route 66. Not really, but it sure gives you the flavour! On the edge of the Petrified Forest are the Tee Pees and we bunk down, Indian style... well sort of. We're certainly getting into the old road flavour.

There are a couple of alignments around Albuquerque. Sadly the must stop Unser Museum is being relocated to Nebraska, so we have more time in the adobe capital of USA, and New Mexico capital, Santa Fe. If your pockets are deep enough, the shopping is amazing but the architecture alone makes the early alignment worth the extra road time.

Out past Santa Rosa and Bozo's magic collection of cars, we land in Tucumcari and the history gets deeper. Axel, an eclectic palaeontologist buried up to his elbows in dinosaur bones excitedly shows off his prize finds and we're surprisingly captured by his enthusiasm. Our digs are at the famous Blue Swallow Motel. It's neon is known in all mother road circles... but there's a thunder storm and the town's power is knocked out!

Further west through Amarillo we visit Cadillac Ranch... or should that be Cadillac Lake.

The big wet's taking it's toll in this region and we momentarily get caught up in it... quite literally. With a click of the fingers a grader appeared and we were back on the road.

Lets Drive Route 66

Jerry McClannahan is the man behind the 'bible' – The Ezi Guide R66. His place in Chandler OK is lined with his artwork, these days almost all focusing on his passion for the Mother Road.

At Baxter Springs, the influence on producers of the Cars movie comes to life. Dean 'Crazy Legs' Walker shows us the inspiration for Tow Mater going backwards. How those feet can go all the way round like that, is still a painful mystery!

Across the border in the smallest state, Kansas on the route (less than 12 miles of route 66!) we find Tow Mater himself. Melba 'the mouth' has come out specially to say hi to us, given the business is closed for remodelling but we got the works and enjoyed the fact Melba was enjoying it as much. Argh, the weird and wonderful on Route 66.

Carthage is home to one of the few original Drive In theatres and also the coolest adobe style motel that's just been given a pull through and was sparkling. One of the best stays on the whole trip.

It was great to catch up with George and Barb at Gay Parita. The odd place on the old road had been victim to the pandemic but not these guys. They welcome their guests with open arms.

Down south in Missouri off the beaten track a bit is Branson, the entertainment capital of USA. Think Vegas without girls and gambling... plenty of family friendly shows to see and things to do. In the state's north is Cuba, home to the Wagon Wheel, another classic vintage stone motel that Connie has lovely restored to its former glory.

The Arch in St Louis can't and shouldn't be missed. 600 feet plus towering above the Mississippi, the river we'll cross to enter our final state - Illinois.

There's plenty to see as we head north toward Chicago, The earliest and short original Auburn Brick Road, a stretch that's nine feet wide, lined with a concrete strip still holding most of it together but covered in fine gravel.

Don't forget the turkeys that walked in some of the earliest pavement out amongst the sprawling corn fields... immortalised in cement for us to marvel at a hundred years on!

In Springfield, it's where Ed Waldmire came up with the concept of a sausage on a stick wrapped in corn batter – instant corn dog! Like so much of the fare on our journey, it's often better to admire than consume.

There's a neon light show in town that's also worth seeing and the Dennis, the boss at ACE Signs gave a tour of the biggest and brightest museum of light, you'll find this side of Texas.

Best of all in Springfield is the Lincoln Presidential Museum. A first for us... but definitely not the last – a stunning display of the man and a time that seems everything American.

Our friends Debbie and Phil hosted us for lunch and showed off their ^{treasured} Hot Rods in Dwight and then it was the final run into Chicago, through Pontiac (in our Mustangs!) where afternoon can be swallowed up in a heartbeat exploring the history of the road, the cars and general history that makes this town so special.

(Chicago, was, well Chicago. Accommodation was expensive this time, beyond belief. Turns out Taylor Swift has an influence far beyond her vocal chords. If she was getting a cut on the beds booked that week, she wouldn't need to sing!

A tour of the home of Elliot Ness and Al Capone is a must, best seen from the river, where the architecture pops out on the horizon at every turn. All too soon our tour is over and our new friends bid farewell departing in different directions for more adventure in other parts... and a new group of Aussies and Kiwis fly in to start their journey back down Route 66.

Lets Drive Route 66

This is an unusual adventure... it's about a road that leads to a place... that's full of people and it's Route 66's people who make this such a special tour. People who allow us into their lives to tell their story about a time and place that was immortalised thanks to the modern interstate that killed and re-birthed a road that will likely live on forever.

There's plenty of people doing tours if you don't want to have the hassle of organising everything but do yourself a favour, put it on the bucket list. Robyn and I are off to do it all again next May June... so far, four couples in Mustangs each way and room for only a couple more. If you're interested, give us a call or check out the website – www.downunderonroute66.com

Robyn & Paul Mullan



Lets Drive Route 66



Lets Drive Route 66

