



Burble

The magazine of the Canterbury Mustang Owners Club

September 2020

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President's Patter

When I wrote this column for the Burble you received in June, we all had a confident feeling that lockdown was behind us, even though at that time our Convention planning was still on hold until level 1 was confirmed.

Talk about déjà vu!

As I write this, we're very much in the same holding pattern, and assuming a return to L1 in the days ahead, then it will be a mad rush to get all the planning details finalised and all the actions in place in just eight weeks. Sincere thanks to our Convention sub-committee for the way they have held together through this extended period of uncertainty. There's more detail about the Convention later in this Burble.

Since my last update with you, we've held our club's AGM, and welcomed in a great Committee for the year ahead. It was great to see new faces join the Committee, and I know that this team will take us forward with energy and new ideas in the year ahead and beyond. And a special welcome to our new CMOC Secretary Jill Bennett.



One of the great outcomes from the AGM was the discussion and decision taken regarding Burble itself. The present format, distribution and frequency (3 issues per year) were all agreed enthusiastically and unanimously, with strong recognition of the role that Burble plays as a central point within our club.

Looking forward to the Convention, a great summer of Mustang motoring and the Mustang fellowship that unites us.

Best wishes to you all, and keep safe. **Garry**

Editor's note

Welcome to the September issue of Burble.

As always, I've tried to find a balance between news and articles from within our club, and stories from a wider perspective that connect with our Mustang interests from all angles, and which perhaps share information that some might not have known.

This Burble continues the initiative that you saw in the last issue, namely a brief profile of CMOC members chosen completely at random from our data base, to tell us a little about themselves. From an editorial viewpoint, this is always a fun exercise to coordinate into Burble.

Also close to my heart is the history and heritage of our club, and I've been fortunate in the last month to track down the very first President and Vice President of CMOC, and to learn first-hand the story of how our club was formed. I hope you enjoy what Alan Green and Warren Bruce were able to share with me.

Enjoy your Burble cheers from your Editor!

PS Don't forget that being our Burble Editor is an opportunity awaiting a lucky member! If you're interested to step into this role, or to learn more about what it might take to do so (and it's not a lot!), contact President Garry directly at garryjo32@xtra.co.nz

Thanks

Thanks to all who have contributed to this issue: Patrick Forde, Dennis O'Brien, Stig, Alan Black, our members who responded to the survey questions sent to them, Jenni Loffhagen and David Miller for images, and to anyone I've missed! Thanks to our advertisers, and special thanks to you all for reading!

Disclaimer

Views and statements as printed are those of the Editor and /or contributors, and not necessarily those of CMOC or its Committee. Reference sources as noted. All images are sourced from platforms readily available to the public

Submissions and suggestions

All feedback and comments are welcome, as are articles for inclusion (Editor reserves all rights). Contact: cmocmageditor@gmail.com



Our Club Captain's message

A Year of Change

2020 certainly is a year of change and it has impacted all of us in different ways.

New opportunities have arisen and the old norm for many of us has gone. While overseas travel has been halted, the winners are domestic tourism, retail spending, home renovations and vehicle sales.

Perhaps 2020 should be called the year of new bathrooms and kitchens. It certainly sounds better than the year of the Metal Rat, which it is in the Chinese Calendar. I found this quote in a Chinese Horoscope: "The year 2020 is quite challenging, especially health-wise, but also financially, with obstacles, impediments, and unpredictable situations, which will occur mainly during the first half of the year."

As a Club we have run events that have been popular and well supported under Level 1 and Level 2 restrictions. Thank you to those who attended and made these such great events.

Three months have passed since the first major change when I finished work. Life just gets better and better.

The second major change for Viv and I has been moving in to our new home "North of the Bridge" after 35 wonderful years in our existing home.

Our Mustang approves, it now has a carpeted garage with a heated floor.

Keep smiling and see you at the next event.

Dennis O'Brien



Welcome to our new members!

Mark & Ness Dunn	2007 GT Fastback Silver/Orange stripes
John & Elizabeth Harris	2012 Boss 302 Laguna Seca Red & Black
Karl Jackson	2018 GT Fastback Orange Fury
Roger & Julie Kett	1972 Mach 1 Red
Roger Keys	2020 GT Fastback Red
Kelvin & Jenelle Lockyer	2019 GT Fastback Green
Dave McKenzie	1969 Mach 1 Black
Brent Marsh	1969 Mach 1 Green with black
Ivan & Ange Rush	1967 Mustang
Tony Sheppard	1968 Notchback Maroon
Bryce Syme & Primrose Ralston	2016 GT Fastback Blue
Ross & Cherie Trotter	2008 Shelby Super Snake Silver, and 1968 GT Fastback Black
Ian Warren & Sarelda Rossouw	2019 GT convertible Oxford White
Peter & Pauline Watt	2016 GT Fastback Ruby Red
Steve Wing & Nikki McLauchlan	2020 Mustang RTR Rapid Red
Brian Youngman & Anita Moore	1968 Notchback Lime Gold



Smiles on faces at Ashburton school

Upon the purchase of our Mustang a few years ago I quickly realised the positive and wide appeal of these vehicles. With us all having gone through a Covid lockdown as well as the sad sights and stories of riots going on throughout our world I knew what to turn to that may bring some smiles to some.

After emailing St Josephs school (to which they replied in an instant) of the possibility of some Mustangs visiting, things moved into place rather quickly. Just a few days prior to our visit New Zealand had move into Covid level 1, so the stars were aligning. Friday the 12th of June saw 10 Mustangs meet off site so we could convoy in.

The day was cool but we were fortunate to have a good dry track. Upon our arrival at St Josephs the reception from both the children and teachers was amazing, plenty of noise and phone cameras came out very quickly. Very soon into proceedings one of the club members started his car up and gave it the big rumble, this was then followed by more and more members doing the same. With a combination of the big V8s roaring, horns blaring and children cheering I'm quite sure much of Ashburton heard us.

The interaction between our Club members, the school and the great behaviour of the children made for an afternoon one will never forget. Our Club President often uses the term "Smiles on Faces", and how true this was. Prior to our departure the School Principal asked if we could make some noise, It's fair to say the Club members ticked that box too. I must thank again the Club members for taking their time out on a cool weekday afternoon to warm the hearts of many.

The Mustang spirit is certainly alive and well.

Patrick Forde



Well done to Patrick and the Mid Canterbury members who supported this great initiative. I'm always amazed at the reaction that our Mustangs prompt from children, and our ability to put "smiles on faces" on children (and others) is a special opportunity that we have. CMOC member Ian Loffhagen seized on this at the 2017 Invercargill Convention when he invited kids to sit in his convertible for a photo op. The smiles told the story. We had a special kids focus planned for an event last April but L4 lockdown ruled it out. Maybe we have an opportunity at our Convention in October? Fingers crossed.

President Garry



Introducing the CMOC Committee



Garry Jackson
President



Mike Dilger Vice President



Christine Quinn Treasurer



Dennis O'Brien
Club Captain



Tony Schreuder



Garry Pascoe



Bob Verrall



Ray van Hamelsveld



Maria van Nus



Mark Hanson



Ray Eade



Glenn Thomson



and a special introduction to our new Committee members!

Jill Bennett Secretary

Joined CMOC: 2019

Present Mustang: 2016 GT Fastback

Interests: V8 Supercars (especially Scott McLaughlin); breeding Golden Retrievers (6 at present); enjoy travel, family and friends, having fun.

CMOC highlight to date: Attending our first AGM this year

Personal goal: Continuing Ann's amazing work!



Greg Bennett

(as above, with Jill)

Personal goal for Committee: To be part of growing CMOC on the West Coast

Sam Ng

Joined CMOC: November 2014

Present Mustang: 2009 Shelby Gt500KR

Personal interests: Restoring cars and workshop tinkering; active member of USA car club; salmon fishing

CMOC highlights to date: CMOC events; attending CMOC Xmas lunches; helping organise the 2020 All Ford Day

Personal goal: Supporting the Committee, and the 2020 Convention; interacting with CMOC members



Patrick Forde

Joined CMOC: February 2015

Present Mustangs: 2005 GT Fastback; 1968 Coupe

Personal interests: Family; travel; sport; music; camping (love the outdoors); supporting my wife's running

CMOC highlights to date: All outings with the club - they are a real highlight

Personal goal: To be a voice and coordinator for those CMOC members in Mid Canterbury and beyond

Andy Wheatley

Joined CMOC: 2006

Present Mustangs: 2007 Roush Blackjack; 1966 Coupe

Personal interests: Playing golf (very badly); mountain biking; cooking outdoors including bbq, smoking ribs, or our new pizza oven.

CMOC highlights to date: Over the years, meeting some magnificent people; weekends away; great Mustang runs.

Personal goal: Help out as much as I can, and giving back to the club the enjoyment I have had over the last 14 years





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Shelby GT350R Prototype: Rare racer & record setter!

This 1965 Shelby GT350R is very rare, very historic, a race and championship winner, and now a record setter for a Mustang selling price! It just doesn't come better than that! And it's a story very much worth telling.

It was the very first Shelby R-model competition car ever built, to take the then new GT350 model onto the tracks. As the works "mule" under Shelby's close watch, this is the car that Ken Miles ("Ford versus Ferrari" fame) tested and refined. It was the first ever Shelby Mustang to win a race, and went on to win the 1965 SCCA National Championship in the hands of works driver Jerry Titus (whilst Ken Miles was on Le Mans duty).

The developments pioneered on this car went on to be used in the 34 only customer R models that were built. Carroll Shelby once claimed that Miles and other test drivers had put over 50000 miles on the car! Eventually the car was sold by Shelby to a Bill Clawson, who was an engineer for the Ford Performance Division, who continued to race it.

A full restoration took place in 2014, faithful to its original history and success. It was taken to auction through world leaders Mecum, and the presentation included all files and documentation, and a second experimental race spec GT40 engine that Clawson had used.

And the sale price a record setting \$US 3.85 million, \$100000 ahead of the previous mark set by the 2019 sale of the original Bullitt Mustang (as featured in our February 2020 issue of Burble).



(Source: Ford Authority and Editor)

Wow!!



Postscript. NZ also is home to a rare Shelby GT350R which, whilst it doesn't have the provenance of the Ken Miles and first Shelby works development car above, is a very special and authentic piece of Shelby history. This particular car started life as one of the 562 GT350's built by Shelby in 1965, was sold by Shelby's own Hi Performance Motors dealership, and was subsequently converted to full R spec by the Shelby operation, and competed in SCCA races in the early '70's. It was also the show car for a famous BF Goodrich poster. This particular NZ GT350R maintains a very low profile, although it was featured in the April/May issue of Classic Driver.



CMOC AGM 2020 report

The 2020 AGM for the club was held on Saturday July 4, delayed from the usual May date due to the L3 restrictions on gatherings. A good turnout of 76 members were present.

The financial report, as mailed to all members ahead of the AGM, was tabled and approved. It was noted that the club continues in a very healthy state, with revenues and year end balances boosted by the success of this year's All Ford Day, and in particular the contribution from the very successful Ford Focus club raffle (thanks to Team Hutchinson Ford).

President Garry outlined the situation that has arisen regarding GST, due to the budgeted revenues for the Convention exceeding the IRD threshold of \$60k. As a result, CMOC will become a GST registered entity for the Convention accounts for the period July – December 2020 and will deregister thereafter. No effect on normal club activities during this period is foreseen.

In his President's report, Garry acknowledged the amazing service and contribution of our Secretary Ann Baird, over the last 8 years. He also emphasised the efforts and support of the 2019/2020 committee, and in particular the role of Club Captain Dennis O'Brien in leading a great team for the All Ford Day.

The new 2020/2021 Committee was elected, and you can see the details on the accompanying pages in this Burble. A special welcome to Jill Bennett who has stepped up as our new Secretary, and together with her husband Greg who was elected to Committee, they will bring a closer connection for us to the West Coast and our members there.

Life Membership awards have become a particular feature of recent AGM's, and this year was no exception. Three long standing Committee members and office holders were inducted as life members for their combined 30 plus years' contribution in serving roles across multiple positions including Vice President and Club Captain. Congratulations to Rick and Andrea Paulsen, John and Christine Quinn, and Rob Donaldson and Shelley Williams.

The major item of discussion in general business was the future plans for our Burble magazine, prompted by previously circulated information regarding the continuously increasing costs of production and postage. It was a good discussion, and it was unanimously agreed that we must retain a printed, hard copy, mailed Burble as the magazine of our club. There was also a widely held view that our present subscriptions represent excellent value for money, and if necessary a small increase could be made to offset Burble costs, and that the Committee could review this for the 2021/2022 year.

The AGM closed on a very positive note, and most adjourned to the restaurants of the Papanui Club for hospitality and fellowship. Another great year for our club!

And make a note to come along next year. It really is a great occasion, and will change your minds about AGM's!



Roll call of CMOC Life Members

Glen and Kathryn Martin

Ray and Gail Spencer

Barry Fairbrass

Dennis and Erica Phillips

Ashley and Sandy Smith

Peter and Gaye Plumridge

Rob Donaldson and Shelley Williams

Jeff and Karen Waghorn

Rick and Andrea Paulsen

John and Christine Quinn



CMOC Member profile: Meet Brent Grimes

What Mustang (or Mustangs) do you own today?

2016 S550 GT Fastback Competition Orange

Of your Mustangs present and past, do you have a favourite? For you, what makes your Mustang special?

I had the pleasure of meeting Scott McLaughlin at a book signing. I asked him if he would sign my Mustang, he said no worries mate, it would be my pleasure, so I waited outside Repco Hornby in -2 degrees of frost until he finished inside. Then he came out and signed the dash and engine cover for me.

I have always liked the Mustang shape, and when I saw a competition orange one at Team Hutchinson Ford and pushed the start button "it was all over rover" and I said to myself that's the one!

When did you first become interested in Mustangs?

Right from when I was a young lad playing with matchbox toys. I had a great collection of Mustangs and I have always wanted one.

Outside interests?

Boating; fishing; Senior rugby manager; V8 Supercars and motor racing; plus of course car shows, Mustang runs and all things Mustang.

If you were President of CMOC, what would you prioritise, or do differently?

Nothing really. Garry is doing a great job. I love the various car runs. Bring on summer!

You've just won Lotto! What's the one particular Mustang you'd buy, and why?

A 2020 Shelby Supersnake Widebody with every engine upgrade possible. Why not?!

What's your favourite piece of road when you're behind the wheel?

South Eyre Road, a nice long Canterbury straight. You can really open it up, but I keep the radar detector on!

Top 5 road songs?

Copperhead Road (Steve Earl); The Gambler (Kenny Rogers); Wagon Wheel (Darius Rucker); Drive (The Cars); I Would Drive 500 Miles (The Proclaimers)

When did you join CMOC? Why?

2018. My wife and soul mate of 30 years passed away suddenly at 47, my friends were in the Mustang Club, and I had just purchased my car and thought I needed something to occupy my time and it was the best decision. We all have a great time cruising.

If you were Burble editor, what changes would you make? Any new ideas?

I would absolutely keep the printed magazine, not "on line", even if we had to pay a little more in our subs. It's a bit of a collector's item now and looks pretty dam good on the coffee table.





Back to the beginning



Much has been written about the very early product development and pilot production of the new Mustang in the period leading up to launch on April 17 1964. Within these stories, it is known that some 150 – 200 cars were built as pre-production units between November 1963 and very early March, ahead of the official job one on March 9 1964. Most of these units were used for durability testing , quality improvement, pre launch market research and long lead dealer and media previews, before being scrapped or destroyed .

It is believed however that perhaps 12 of these pre-production Mustangs still exist, and one of them has recently taken the limelight, with its listed for sale at the DuPont Registry. This car is identifiable by its 05C date code, and the use of many unique parts and unconventional assembly processes that were subsequently changed ahead of job one. Even the dimensions were different, with these very early units being one inch shorter and half an inch wider than regular production! There were numerous other minor differences and changes.

This particular early red convertible was held Ford's books until 1967, when it was sold (somewhat unusually) to its first private owner, who's family held the car for 39 years. The second owner commissioned a nut and bolt authoritative restoration in 2008, including gaining access to the very first Mustang ever produced which is on display in the Henry Ford Museum.....what a reference point!

Historically, a very significant Mustang. But would it be worth more in its original state? Who knows?!

(Source: Ford Authority and Editor)





Club run to the Blue Pub (and others), Methven

Sunday the 19th of July saw Methven come alive to the sound and colour of the mighty Mustangs.

The Club converged primarily around the environs of the Blue Pub approx 12 Midday, with members having lunch at a place of their choice. It's fair to say the Blue Pub did well out of this event being in a rather packed out state. It was also nice also to see an even gathering amongst other establishments about town.

This run was initially thought of as a Club cruise through to Methven all being equal, but with the Covid hit in March the goal posts moved a little so the emphasis more about lending a hand to Methven. Methven in mid Winter is usually at full noise, this year not so. With members converging on Methven from both ends of Canterbury, combined with a good turnout of locals, we had in excess of 60 Mustangs hit the town.

Weather and road conditions varied, from sunny to grey and damp, so credit to the members for making the effort to get out. It was heartening to see locals out and about, checking out the cars and in turn buying a pie and a pint.

Well done to Dennis O'Brien and Alistair Paul for getting things rolling at their respective ends of the district. Big thanks again to all members that made this event the people of Methven are still talking fondly of you all!

Patrick Forde.



Mustangs in town

Mustangs from around Canterbury bolted to Methven last weekend for a gathering of the Canterbury Mustang Owners' Club. More than 60 vehicles from around the district gathered at the Blue Pub in Methven. Organiser Patrick Forde said he was thrilled with the turn-out, with around a dozen cars from South Canterbury, around 16 locals and the rest from north of the Rakaia turning out. Forde told the Guardian previously he had organised the run as a show of support for the town which, like many, would be battling following the Covid-19 lockdown.

PHOTO SUPPLIED

A photograph showing a row of red Ford Mustangs parked in a parking lot. The cars are lined up, and the background shows some trees and a building.



Going back to our roots: meet CMOC's founders

In the March 2018 Burble, then editor Stu Kaa wrote a brief story about the early days of CMOC, based on limited information he was able to gather at that time. With some good fortune and a little detective work, I've been able to expand on Stu's initiative, thanks to some time spent talking with two key original members who were there on "day one" and were instrumental in founding our club.

Meet Alan Green, founding President, and his wife Barbara.

Alan and Barbara were part of the initial, small group of Mustang owners who would gather at the Bishopdale Tavern on Wednesday evenings to share their common interests, from mid 1979. Others who were there included Warren Bruce, Roy McRobie, Debbie Crennan (who later married Roy), and Greg Fitzgerald. Prominent used car dealer Doug Parker was also involved, along with a young Barry Fairbrass who joined the group just a little later, as did Ray and Gail Spencer.

Over the next 18 months the pub discussions continued, together with a growing Mustang attendance at local runs and gatherings organised by the American car club. They even started to have their own small dedicated Mustangs only events

From these discussions and activities, and as the collective enthusiasm and energy of the small group spread to other local Mustang owners, the question became: why not start our own club like the local hot rod and custom car clubs. Amongst the instigators, Alan was the one keeping the records. They encouraged the Christchurch Star to run a story (see the accompanying pic) to drum up further interest, and the Canterbury Mustang Owners Club was formed in April 1981.

Alan was appointed President, and Warren Bruce (see below) was Vice President. Other roles were held by Bill Jeffrey (Secretary) and Barbara Green (Treasurer)

Alan remained in CMOC until the late 1980's, when he sold his beloved '70 Mach 1 R 428 Cobra Jet. As a skilled auto technician all his life, today he enjoys a "working retirement" with multiple major rebuild projects in his garages, and regular calls from long standing friends for engine rebuilds and more.

Meet Warren Bruce

While Alan was the "go-to guy" for engine rebuilds, Warren was well known in Christchurch's auto trade as a car painter "par excellence". Well connected to a number of local dealers then specialising in US imports (and especially Mustangs), Warren was very instrumental in the early growth of the club.

Warren's own Mustang seems to have been almost a legend in its own right within the club a gorgeous 64 1/2 Notchback, black, and all work of a 5 year restoration project. It ran a strong 289 with the actual IDA Webers and manifold that Paul Fahey had used on his 1966 Championship winning Shelby Mustang!



Now a Melbourne resident for over 25 years, Warren remembers his days in Christchurch and CMOC fondly, none more so than the 1983 National Convention hosted by MOC. He scooped the trophy pool with People's Choice, Best Engine and Best Paint, all judged by the public. In my discussions with Warren, he still remembers this event and his success very fondly.

(continued on next page)



Going back to our roots: other points of note

Early CMOC Notes and Highlights

- The founders of CMOC decided that an influential Patron was called for, and chose Sir Robertson Stewart (PDL founder and PDL Mustang team owner) for the role
- Just 5 months after club formation, five members (Warren Bruce, Doug Parker, Trevor Gifford, Mr & Mrs Jobson, and Mr & Mrs Harrison) represented CMOC at the 1981 National Convention, hosted by Manawatu in Palmerston North. It was NZ's third convention.
- Glen and Kathryn Martin joined in those very early days, followed shortly after by Ray and Gail Spencer. Ray went on to become Vice President in 1988 (Roy McRobie was then President)
- Ashley and Sandy Smith, and Dennis and Erica Phillips joined in 1988.
- At the time of its formation in 1981, CMOC had 30 members



Wow! Those early Mustangs.

- Alan Green's first Mustang, before his '70 Mach 1 428 mentioned earlier, was a '65 Fastback bought from Sydenham Park Car Sales for \$3500!
- Founding member Kerry Norris had a '67 Fastback 390, which Alan later repowered with a supercharged 427 side oiler for its new local owner who is believed to still have the car.
- Warren's black 64 1/2 was sold to a buyer who removed the Fahey features, and eventually was purchased by Ray and Gail Spencer, who held the car (and won multiple awards) for many many years.
- The previous owner of Alan's '70 Mach 1 428 had been car dealer Doug Parker. Alan had the car repainted (by Warren Bruce) in Grabber Orange, and eventually sold it to a Dunedin buyer. He believes the car is still in the south.
- Founding member and 1988 President Roy McRobie (and his wife Debbie) had a '67 Shelby GT500 428.
- Back in 1988, Ashley and Sandy Smith had their 64 1/2 convertible that they still own today, plus they added a 64 1/2 Notchback. Barry Fairbrass bought a '70 Mach 1 351 in 1988. On joining, Dennis Phillips' had a '66 289 Notchback.



Top pic: Poster from 1981 Convention, Manawatu.

Lower left pic, Mustangs at Bishopdale car park, year unknown. Other pics from 1988 Convention, Christchurch.





Escape from lockdown CMOC run to Cheviot

As New Zealand came out of lockdown, classic car clubs across the country sprang into life again, celebrating the freedom of travel and association with friends with all sorts of runs, park-ups and coffee meets. For us it was a simple run to Cheviot, well organised by Club Captain Dennis.



From our usual meeting point at Pegasus Town, approximately 60 ponies stretched their legs heading north, with a deviation from SH1 to drop into Gore Bay, the expansive beach and the wonderful cathedral cliffs. Highlight for some along the journey was the sight of a marked police car passing us at high speed, lights flashing, but without any of us in the firing line!

Dennis had done a great job alerting the Cheviot Trust Hotel and restaurant of our plans, and they turned on a fabulous menu and arrangements, with many of us taking advantage. Others chose to support the other local offerings. The main street of Cheviot was lined on both sides by a fantastic Mustang display, from the older classics to the very latest.

The friendship and camaraderie across the club was particularly noticeable, and everyone really enjoyed the escape! Normal life had resumed!

Again, thanks to Dennis, and to Cheviot for hosting us.



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A classic for the wish list

We all have our favourite Mustangs, the cars which if a major Lotto jackpot win came our way we would have one in our personal collection. For many (and me), the 1970 Shelby GT500 is such a car, and this particular US example is the one I'd chase after. All '70 GT500's are rare (only 380 were produced, at a time when the Ford / Shelby relationship wasn't good), but this Acapulco Blue car has it all; 428ci engine under-rated at 335hp, c6 auto, all the power features, contrasting and eye-catching white trim, plus the added bonus of only 57k miles, completely original and unrestored. You would never know that from the pics!

And why the '70 GT500? Because it has the incredibly tough, "Mustang -on-steroids" look, just like the latest GT500's, except it's 50 years earlier. See the resemblance?



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Go Further



CMOC Member profile: meet John & Barbara Shipston

What Mustang (or Mustangs) do you own today?

A 2018 GT Fastback in Ingot Silver

Of your Mustangs present and past, do you have a favourite? For you, what makes your Mustang special?

This is our first Mustang, and she is called Celine. It is pretty much a standard GT....the modifications are practical such as spare wheel, boot liner and tow bar. I love pretty much everything about her, she looks good, drives well, and has a great sound and has a high spec level. She also fits in well with what we need as our daily runabout (she is not locked in the garage, or used for only Sunday drives, doesn't always get a weekly clean). Also, compared to my previous cars, she is cheap to maintain. But most importantly, she makes me feel young again!!!!

When did you first become interested in Mustangs?

I first became interested in Mustangs in 1980 when a friend purchased a '67 Fastback with a 302 engine. I didn't consider purchasing a Mustang until about 2016 when the new RHD Mustangs became available in NZ.

Outside interests?

Our holiday home, a boat and travel

If you were President of CMOC, what would you prioritise, or do differently?

I have not been involved in the club for very long, but my "off the cuff" feeling is that the Club is exceptionally well run and very well organised. One thing that I really like is the way that Mustang owners honk, wave and flash their lights to other Mustang drivers!

You've just won Lotto! What's the one particular Mustang you'd buy, and why?

I think that I would buy a current model built to order in the US with options that are not included in the standard models that Ford bring into NZ.

What's your favourite piece of road when you're behind the wheel?

State Highway 1 between Christchurch and the Sounds will be completed by Xmas and will be great, offering a mixture of really good roads.

Top 5 road songs?

Sorry, not really into "road songs"

When did you join CMOC? Why?

Joined in 2018. Team Hutchinson Ford joined me up, but I would have joined anyway. You can't own a Mustang and not be a member!!!!

If you were Burble editor, what changes would you make? Any new ideas?

I think that Burble is great and the Editor is doing an absolutely wonderful job. I hope that the club can keep it going in printed form.





CMOC Member profile: meet Stephen and Jan Brennan

What Mustang (or Mustangs) do you own today?

We have a '66 Convertible and a '69 Mach 1

Of your Mustangs present and past, do you have a favourite? For you, what makes your Mustang special?

Our favourite is the "66 Convertible. My second Mustang was a 64 1/2 Notchback, Candy Apple Red, 4 speed manual, USA racing wheels, and a stroked 302 engine with 400 hp. I had wanted that car when I first saw it in a dealers yard in 1976 when I was 16, and I finally got it in 2008 when I was 48!

When did you first become interested in Mustangs?

I became interested when I was 14 or 15. My father was a car "nut" who took me around the car yards from about the age of 5

Outside interests?

Fishing and golf

You've just won Lotto! What's the one particular Mustang you'd buy, and why?

I'd build a '69 Mach 1 with 750 horsepower, but keep it looking entirely original a real sleeper.

What's your favourite piece of road when you're behind the wheel?

Any road that's long and straight.

Top 5 road songs?

Mustang Sally; No Particular Place to Go (Chuck Berry); Route 66 (Chuck Berry); Born to be Wild (Steppenwolf); One Bourbon, One Scotch, and One Beer (George Thorogood)

When did you join CMOC? Why?

2000, when we bought our first Mustang. I wanted to get together with nice people with the same interests.

If you were Burble editor, what changes would you make? Any new ideas?

I think the Editor of Burble does a great job.



Steve (hand on bonnet) and Jan (in front of the RHS headlight), with their good friends Kevin and Andrea, previous owners of the convertible.



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CMOC member profile: Meet Grant Boore

What Mustang (or Mustangs) do you own today?

2018 Mustang GT Fastback

Of your Mustangs present and past, do you have a favourite? For you, what makes your Mustang special?

This is my first one. I have always loved Mustangs but never really been in the position to buy one and felt that LHD would just be a little too problematic, particularly if I used it regularly. Now that they are manufactured in RHD I thought it a good time to dip my toe in, and pleased to say I love it! I use it as a daily driver except when the weather completely packs up. I love the power, the sounds (inside and outside), and all the creature comforts. The technology features, whilst maybe not in the truest Mustang spirit, are very enjoyable.

When did you first become interested in Mustangs?

I have always enjoyed Mustangs, probably more from seeing them in many US movies etc. I have owned Harley Davidson motorcycles as well and guess I like these classic motor vehicles. I also like the power of the Mustang, especially in this latest model.

Outside interests?

Rural lifestyle block, and the navy Reserves

If you were President of CMOC, what would you prioritise, or do differently?

I am not really sure as I am a fairly recent new member and I don't really have an opinion yet. There seems to be plenty of activities available to attend, and I do like the hard copy of Burble

You've just won Lotto! What's the one particular Mustang you'd buy, and why?

Whilst nostalgia is great I really love the later models to actually drive, so I would get a seriously blinged up super-charged S550, perhaps a limited edition one of some kind. Maybe a Shelby Gt500 but I think these are only available in LHD so I would probably just Roush up a standard GT to the max.

What's your favourite piece of road when you're behind the wheel?

I just love driving it anywhere and even going to work and back home brings a smile to my face when I have it. My other ride is a Ford Ranger so maybe that is why! I would love to take my Mustang over the Takaka Hill!

Top 5 road songs?

Roadhouse Blues (The Doors); Life's Been Good to Me (Joe Walsh); Woke up this Morning (Alabama 3); Sharp Dressed Man (ZZ Top); Lido Shuffle (Boz Scaggs).

When did you join CMOC? Why?

About 12 months ago. I received a free membership from Team Hutchinson Ford when I bought my Mustang. I probably would have joined anyway.

If you were Burble editor, what changes would you make? Any new ideas?

I love the hardcopy, and if I was Editor I would be keen to see it remain viable. Otherwise it's a pretty good read as it is, maybe some more readers' stories and perhaps international interest stories.



Note Grant's sense of humour for his pic; his Mustang parked (legitimately) between dedicated EV charging stations!



Mach E 1400 hp prototype ... What are they smoking?!



Coming on the back of the news of a prototype an all electric Mustang drag car producing 1400 horsepower (developed by Ford Performance and associated suppliers), Ford have gone one step further with the news that the Ford engineers, working closely with RTR, have developed an insane Mustang Mach E SUV producing 1400 tyre shredding horsepower and over a ton (literally) of downforce at 160 mph! And it's been built to handle the race track, the drag strip and drift circuit.

RTR principal and drift racer legend Vaughn Gittin Jr says that performance is absolutely mind blowing, leaving seasoned veteran engineers speechless, Whilst obviously a promotional and marketing tool for the yet to be launched Mach E, and an engineering test bed for electric power train development and the pioneering of new organic composite fibres (a light-weight alternative to carbon fibre), who knows where this crazy thinking will go?

The images tell the story!





Ready to Rock! The RTR story

As you read the accompanying story about the Mach E 1400hp prototype, you will have seen the name RTR. What do you know about them? Read on and prepare to perhaps be a little surprised.

Up against the “traditional” performance partners with Ford such as Shelby, Roush and Saleen, for most people RTR probably isn’t up there. For many of us, it might not even be on the radar screen.

The world is changing. Not only in the development of new ultra horsepower powertrains (the emergence of electric power), it might even be times of change in the performance world.

For most of us, our knowledge of ace drifter Vaughn Gittin Jr might be little. But his company RTR (taken from “ready to rock”) appears to be very much in Ford’s sights as a partner, Their first Mustang kits and special editions are now on the market (including here in NZ), combining multi million dollar investment in their own sports styling features which are combined with factory Ford Performance power and suspension upgrades to create new signature editions. For me, the interesting signal is their involvement in the Mach E prototype, which in itself is all part of Ford’s huge investment in making the Mustang Mach E program as big a marketing success as the original Mustang was in 1964. Ford is chasing Tesla seriously, and the Mach E is the key. The RTR role within the Mach E promotional prototype would not have been decided lightly.

Talking of the 1960’s Mustang launch, there are other parallels and clues. Back in 1964, Ford was headed up by Lee Iacocca, the ultimate “car guy” executive and enthusiast who forged a close bond with a young racer and ex hot rodder, Carroll Shelby. Today, Ford’s newly appointed President and CEO is Jim Farley, the strongest product guy that has run Ford since Iacocca (Farley’s been a Mustang fan since his university days, and still races his Cobra and GT40 in historic racing). He’s smart, and he’s a futurist when it comes to product trends and what tomorrow’s consumers are thinking. And like Iacocca, he’s not frightened to challenge the norm.

As Mustang owners and fans, I think we should watch RTR closely! You’re reading it here first!



Above: Vaughn Gittin Jr.

Above: 2020 Mustang RTR Edition

Side and below: RTR badging in the Mach E 1400hp prototype, and the latest series of Mustang RTR’s



Below, Jim Farley GT40 racer, & Jim Farley, Ford’s new President & CEO



Source (both stories) Ford Authority & Editor





CMOC Member Alan Black's contribution: Road songs

As it says in the fine print, reader contributions are always welcome! Here's CMOC member Alan Black's response, and he's put some effort into it. I think you'll enjoy it...his taste in music is very close to mine, and maybe yours too!

Grab your keys, it's "Road Trip" time... "Get Your Motor Running", and kick start your journey into gear. Wind down the windows, crank up the volume above the burble of the exhaust, and "Hit the Highway" with the following playlist. Enjoy!

'Mustang Sally' (Ride Sally Ride) Wilson Pickett, also The Commitments
'Long Train Running', 'Life In The Fast Lane', & 'Take it Easy' The Eagles
'Life is A Highway' (Cars Movie) both Rascal Flatts & Tom Cochrane
'Ventura Highway' & 'A Horse With No Name' (Sally) by America
'We Gotta Get Outta This Place' both The Animals & The Angels
'I'm Gonna Be (500 Miles)' & 'I'm On My Way' The Proclaimers
'On The Road Again', Canned Heat, Nelson Willie & Katchafire
'Every Day Is A Winding Road' & 'Run Baby Run' Sheryl Crow
'Flower' ("Bring Sally Up, Down & Tear The Ground") Moby
'Putting Out Fire With Gasoline' (Cat People) David Bowie
'Born To Be Wild' (Get Your Motor Running) Steppenwolf
'Eleanor' ("Elenore Gee I Think you're swell") The Turtles
'Take A Long Line' The Angels
'I Drove All Night' Celine Dion, also Cyndi Lauper
'I've Been Everywhere Man' John (Hore) Grenell
'It's A Long Way There' Little River Band
'Sweet Home Alabama' Lynyrd Skynyrd
'No Particular Place To Go' Chuck Berry
'Where The Streets Have No Name' U2
'Ride Like The Wind' Christopher Cross
'Long Train Running' Doobie Brothers
'Another Day In Paradise' Phil Collins
'Goin' Up The Country' Canned Heat
'Running Down A Dream' Tom Petty
'Six Days On The Road' Dave Dudley
'Drivin' My Life Away' Eddie Rabbitt
'Green Onions' Booker T & The MGs
'American Woman' The Guess Who
'Road To Nowhere' Talking Heads
'Day Tripper' & 'Get Back' Beatles
'My Sweet Lord' George Harrison
'Start Me Up' The Rolling Stones
'Born To Run' Bruce Springsteen
'King Of The Road' Roger Miller
'Hit The Road Jack' Ray Charles
'Lay Down Sally' Eric Clapton
'Fast Car' Tracy Chapman
'Far Away' Mel Parsons
'Drive' The Cars
'Africa' TOTO





CMOC Annual Mystery Run

Sunday Aug 23 saw 38 eye catching Mustangs, pilots and navigators assemble at the Papanui Club carpark for the 2020 Annual Mystery Run. Plotted by yours truly Garry and Loretta Jackson (last year's winners, the price of success), the route took the group north via Belfast, Ohoka, Fernside, Rangiora, Sefton, Balcairn, Broomfield, and Amberley, concluding at the superb newly opened Better Half Cafe on SH1 a few kilometers south of Leithfield.



The grey and cloudy weather improved once out of Christchurch, and the intriguing questions and clues kept everyone engaged and challenged. In the end the scores were quite close and the judges reverted to a count-back to determine the winner. The question and answer that decided the outcome was "what speed did the display camera record as you entered Amberley". The winners, Steve and Julie Fraser in their gorgeous 2014 Shelby GT500, declared "49kph", whilst their challenger for overall honours had recorded 54kph. It was that close!



All in all a great run, everyone was "buzzing" they arrived at the finish, and many commented that they had been on some of the back roads for the very first time. It pleasing to see a number of new CMOC members present, and the spirit and fellowship at the Better Half Kitchen and Bar (SH1, just south of Leithfield) was great!



We wonder where Julie and Steve will take us next year!

Garry and Loretta

(Pics by CMOC member David Miller)





CMOC Member Profile: Meet Peter and Paula Hoskin

What Mustang (or Mustangs) do you own today?

'65 GT Notchback; '67 Notchback; '68 GT Convertible S Code; 2008 Shelby GTC

Of your Mustangs present and past, do you have a favourite? For you, what makes your Mustang special?

No favourites, they're all a bit different, and I enjoy driving them all. My first Mustang was the red '67 Notchback which we bought 20 years ago loved it so much I bought more!

When did you first become interested in Mustangs?

I saw the '67 for sale through Derek Prentice, and he kept ringing me, so I bought it.

If you were President of CMOC, what would you prioritise, or do differently?

I wouldn't make any changes

You've just won Lotto! What's the one particular Mustang you'd buy, and why?

2020 Shelby Supersnake Widebody..... such a cool looking car.

What's your favourite piece of road when you're behind the wheel?

Sumner to Lyttelton. There's some good pubs at the end of the drive.

Top 5 road songs?

Anything by Jordan Luck

When did you join CMOC? Why?

10 years ago, just to meet like-minded people

If you were Burble editor, what changes would you make? Any new ideas?

No changes. They're doing a good job.





The Stig's column...an anonymous item of interest

The story of the folding Mustang Convertible

Ben E Smith, who died earlier this year at the age of 97 was an innovator and inventor who first worked for Ford in 1940.

He designed the firewall mounted clutch and brake systems which have replaced the old floor mounted systems. He left Ford in 1949 to work briefly for Nash before joining General Motors on body design where he designed the wrap around windscreen.



He also introduced curved side glass to Ford products and is claimed to be the originator of the plug in wiring harness connectors.

Ford headhunted Ben back to work on the retractable hardtop development programme. He took a pay cut to re-join Ford as the job intrigued him but told his GM bosses he was getting a pay rise. His Ford bosses had a chuckle when GM sent a nasty letter to Bill Ford blaming him of paying way more than Ben was worth. Ben worked out the linkages and electric motors for the retractable hardtop for the 1957-1959 Ford Skyliner Retractable.

For the Mustang Ben delivered a manual, split-roof design based off of a chopped Mustang coupe in early 1966. Thanks to a torsion-bar system involving two fiberglass panels that fold into the trunk, the prototype did not require power operation, saving weight, complication, and cost. In fact, lifting or lowering the top required just 11 pounds of force.

Still, Ford pushed for a power version, based on a survey of potential buyers that indicated it would sell better. Ben Smith did not approve. The impasse between Ford and Smith prevented the project from moving forward, and Ben left Ford in 1967, at the age of 48. Ben attempted to negotiate keeping the original '66 retractable hardtop conversion that was built as part of his exit from Ford, but the Blue Oval would have none of it. Ben researched for many years as to the whereabouts of the original prototype but was never successful.

In 1993 he founded Retractable Unlimited, a startup company where he and his son David recreated the original retractable hardtop Mustang design and packaged it into kits. Owners could install the kits themselves, or, David's body shop, Car Service Collision in New London, Connecticut, could handle it for them. The Smiths sold a total of 35 kits, in addition to three prototypes.

After selling the 35 kits that had been produced, Ben contacted a vendor in Mexico to create another batch of fiberglass tops. Instead, the vendor took the roof moulds, plans, a stack of Ben's money and disappeared.

Ben Smith sold his remaining parts to Mustang Plus in California.

If you are lucky they may have enough bits left to build your own retractable Mustang. Food for thought?





Ford National Mustang Convention 2020: the long and winding road!

The following words are being written in late August, and Convention planning is in a “holding pattern”. Government announcements and news events subsequent to this Burble’s publication will impact the Convention positively, or negatively. Either way, it has been an interesting, demanding journey that 2 years ago we could never have envisaged.

National Mustang Conventions are a tradition, with an established rotation across the original clubs, expanded to include Southern from Invercargill in 2011, and next year to the Bay of Plenty club in Tauranga. The first ever Convention was 1979, making this year’s the 41st without a break. Each club looks forward to it’s opportunity to host with humility and pride.

It is with that background that we commenced early planning in April 2018, with a small group drawn from the main CMOC Committee plus other interested and willing volunteers. Initial discussions informally brainstormed what style and feel we wanted (we quickly settled on “welcome to the new Christchurch”, as a point of clear contrast from the state of our city at the time of our last Convention in 2014), and this theme was reinforced by very positive early discussions with Te Pae.

Some key gateways and developments along the journey....

- We had Te Pae confirmed as our venue for the Grand Mustang Show and Sunday’s gala dinner by early 2019, with a close working relationship with their CEO and senior management, who were truly excited by the opportunity of hosting the Mustang Convention a key launch event for the new facility
- By mid 2019 we had confirmed the combination of Ford NZ and our two great local Ford dealers as our primary/naming rights sponsor
- Also in mid 2019 we secured the first of our 7 great Gold sponsors, Star Insurance Specialists. Our further 6 Gold Sponsors were signed in by February 2020
- Also in February we shook hands with The Sound as our radio marketing partner, and finalised the agreement in June
- In mid March Te Pae confirmed their opening plans, and shared with us the extensive work that was ramping up (with Government backing, as a Crown entity) to have Te Pae ready for opening by September
- Late March.....covid 19 lockdown! Te Pae’s schedule was immediately affected, and the same senior staff went out of their way to negotiate replacement venues on our behalf with VBase.

So that’s the background, and as a CMOC member I think it’s important that you have the full picture of where we’re at and how we got here. Irrespective of the coming Govt announcements, and how we may be affected (and please don’t mis-read that....we’re thinking only of a positive outcome, albeit with fingers crossed), I think there are two important conclusions that we must not overlook. Firstly, the great effort and teamwork by the Convention sub-committee group, and secondly recognition and support for the fabulous major sponsors who’ve been with us all of the way.

As I said earlier, fingers crossed! Garry Jackson, President

Our great Convention team:

Mike Dilger

Tony Schreuder

Bob Verrall

Steve Fraser

Rob Donaldson

Lyn Fitzsimon

Loretta Jackson

Ray van Hamelsveld

Don Mackay

Neville and Lesley Hyland

John and Christine Quinn

Rick Paulsen & Brent Williams - layouts

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Joes Garage

Australian Auto PartsWorld

Garden City Communications Ltd

Christchurch Security Services Ltd

Gilligans Route 66 Tours



**NATIONAL MUSTANG
CONVENTION 2020
CHRISTCHURCH**





(we shouldn't promote speeding, but.....

Mustang sets a new Cannonball Run record!

When the movie *The Cannonball Run* came out back in 1981, it inspired a slightly controversial unsanctioned race that covers 2,800 miles of tarmac from New York City to Los Angeles. And in the years since, many have attempted to set and reset the record time for this cross-country jaunt. Since the main obstacles to success are traffic and police, many correctly pointed out that now is a great time to smash the Cannonball Run record, given the presence of the COVID-19 pandemic, in pursuit of sub 30 hour records set by a tricked up Mercedes and Audi hi performance cars in recent months

Enter Fred Ashmore, a low budget sort of guy with a record of taking on a challenge. He pulled off this incredible feat behind the wheel of a rental Ford Mustang with a time of 25 hours and 55 minutes, at an average speed of nearly 108 miles per hour. That beats that previous Cannonball Run record of 27 hours and 25 minutes, set last November by a team of three in a 2015 Mercedes-Benz E63 AMG sedan.

What makes this feat even more impressive is the fact that Ashmore did it all by himself, with no other driver(s) to rotate with. He also only stopped one single time, for fuel. To make this happen, he removed the Mustang's rear seat and passenger seat and added enough extra tanks to provide the car with 130 gallons of fuel capacity.

While most other serious Cannonball Run competitors have spent copious amounts of money on their efforts, Ashmore claims to have spent a mere \$3,000 on the entire journey. Most of that was spent on the fuel tanks, which he purchased on Facebook Marketplace. Ultimately, he wound up averaging 12 miles-per-gallon over the entire trip, but he also reached speeds as high as 159 miles-per-hour, the maximum he could coax out of his standard 5.0 GT.

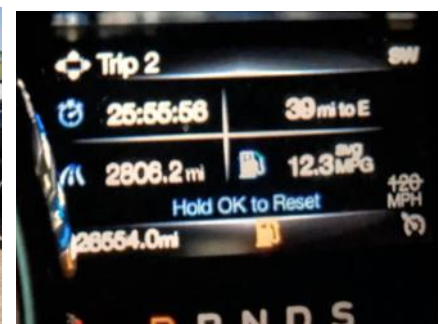
Instead of stopping at a gas station to refuel, Ashmore planned to have some friends nearby in a truck carrying 150 gallons when he ran out. The refuel took a total of eight minutes, which was his only pause save for a 25 minute wait at the agricultural inspection station entering California. And yes, Ashmore relieved himself in empty plastic drink bottles, in case anyone was wondering. He says that the adrenalin and constant concentration kept him awake.

The only cautious note picked up on by the media is that lack of comprehensive verifiable documentation that usually accompanies such record claims. Fred supplied copious screen shots of his GPS tracking system as a record, but no more. Character references testify to his genuine nature, and off beat record of being a loner, taking on big challenges.

As frequently as the Cannonball Run record has been reset in recent years, it probable that Ashmore's new mark will be challenged and may be beaten. But that doesn't make it any less impressive, especially given the almost "off the showroom floor" way that Fred did it!

And while such law-breaking can't be condoned, it's also worth pointing out that in its history, the Cannonball has a pretty spotless safety record.

(Source: Ford Authority, Road & Track, and Editor





Coming Events Mark your diaries now!

September 13	Rock n Wheels, Amberley Domain
September 20	Kaikoura Hop
September 27	CMOC Ashburton Run, including car collection visit and lunch at Lake Hood
October 23 - 26	Ford National Mustang Convention, Christchurch
November 1	USA day, Woodend
November 14 - 15	All American Weekend, Timaru
November 22	Selwyn Motofest, Rolleston
December 5	CMOC Christmas Lunch, Hotel Ashburton
January 10	CMOC New Year Picnic and run
January 16	Cromwell Motor Show
January 23 - 24	Muscle Car Madness, Rangiora
February 5 - 7	Skope Classic Race Meeting, Ruapuna
February 21	CMOC hosted Canterbury All Ford Day

Important: All events as above based on best information at the time of printing, and excludes any covid 19 effects. Please check other sources including the CMOC website events calendar for up to date info and status.



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Looking back.....1998 Convention, Christchurch

National Mustang Convention, Christchurch 1998: Entry sheets showing CMOC members and their cars, and selected show car pics Blue '67 then owned by Terry Prisk, now Jeff Waghorn's. Rick Phillips '67, repowered with blown 427 built by founding CMOC President Alan Green. Glen and Kathryn Martin's '66 Fastback.

Canterbury Mustang Owners Club Inc

Jill & Maurice Barrington	1966	Hardtop
Paul Bell & Kaye Avis	1965	Hardtop
Ian & Carla Blokland		
Athol & Jenny Bradley	1969	Mach 1
Diane Bradley	1965	Fastback
Roger & Linda Bugden	1969	Super Cobra Jet
Steve Caswell	1967	Hardtop
Donald Chamberlain	1969	Sportsroof
Annie & Wayne Coster	1968	Replica Shelby
Phil Coulthard & B. Mitchell	1966	Hardtop
" "		Fastback
Dave & Desiree Elley	1968	Hardtop
Barry & Deanne Fairbrass	1970	Mach 1
Deanee & Barry Fairbrass	1984	GTHO
Graham & Kathryn Fairbrass	1969	Sportsroof
Adrian & Ingrid Ferguson	1966	Hardtop
Forbes Gourlay	1967	Fastback
Murray Hamer		Fastback
Andy Hurst & Liz Crossan	1964/2	Hardtop
Wayne Ingram	1969	Mach 1
Wendie Lee & Paul Edwards	1966	GT Hardtop
Peter MacKenzie	1966	Hardtop
Glenn & Kathryn Martin	1966	GT Hardtop
Kathryn & Glenn Martin	1966	Fastback
Nick & Julie O'Connell	1966	Hardtop
Dawn & Robert Pellett	1969	Sportsroof
Peter & Gaye Plumridge	1969	Sportsroof
James Prior	1965	Convertible
Terry & Krysk Prisk	1967	Fastback

Ian & Lyn Richan	1970	Mach 1
Paul Richan & Sonya McNicol		
Amanda & Phips Rinaldo	1968	GT360 Shelby
Evan & Lyn Sanderson	1968	Convertible
Terry Shepherd & A. Crooks	1966	Hardtop
Helen Sinclair & Ross Gray	1969	Mach 1
Ashley Smith	1964/2	Convertible
Ray & Gail Spencer	1964/2	Hardtop
Paul Stephens	1968	Hardtop
Sue & Gary Tansey	1965	Fastback
Martin Van Elst & Emily Olsen	1970	Shelby GT500
Guy Verwey	1971	Mach 1
Karen & Dave Warman	1969	Mach 1
Pete & Claire White-Parsons	1966	Hardtop
Pete Williamson		
Peter & Marlene Woolley	1970	Mach 1
Lincoln & Sandra Watts	1968	Hardtop
Les Platt	1966	Hardtop
Dennis & Erica Phillips	1994	GT Convertible
Warren Saunders	1965	Fastback
Sam Newton	1967	Hardtop



Parting shot Who in their right mind?!!

On first glance, readers will look at these two images and think "what have they got to do with each other?". The answer defies all logic and common sense. The tired (but still classic) '69 Mustang and a clapped out Prius Hybrid are about to become one, thanks to someone in the US with too much time and a misguided idea, to create a homebuilt Mustang hybrid. Why???

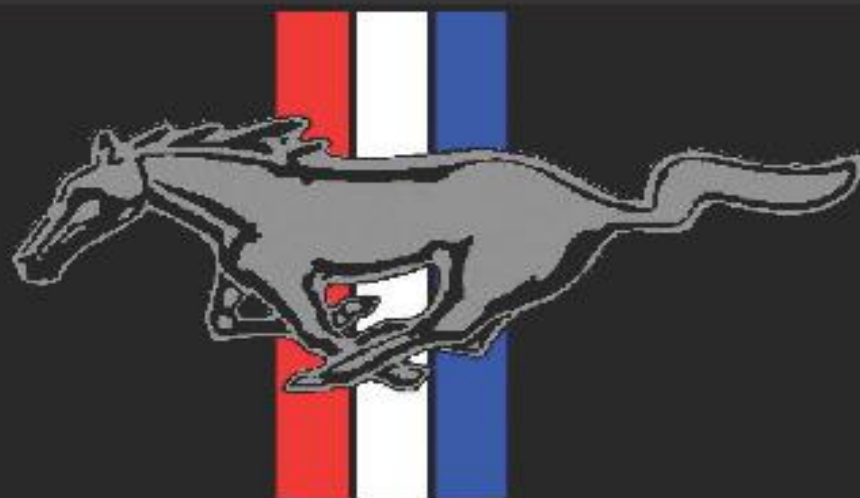


(Ford Authority)

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