

*Merry Christmas
and Happy New Year!*



Burble

The magazine of the Canterbury Mustang Owners Club

December 2021



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President's Patter

Hi everyone, and welcome to the December issue of Burble

What an interesting three months since the August issue arrived in your mailbox! Our lives have been totally dominated by Covid 19 headlines, case numbers, scanning, lock down levels, vaccination jabs, changes to event planning, and above all, the various levels of stress and challenge that families, business and individuals have faced (and some continue to face).

As your club, we've lost track of the number of events and activities that have been cancelled. Foremost amongst these was the first ever National Mustang Convention in Tauranga, the result of seven years planning by the Bay of Plenty club, and our heart has gone out to them for the tough decisions that they had to make, and the way that they did so.

Locally, of all the tough decisions we have had to make, the hardest was the cancellation of this year's CMOC Christmas Lunch. It's a special event that we all look forward to, not only because of its festive nature but also our annual CMOC awards, and all the fun and friendship that is always a major feature. Club Captain Dennis and his team are working on a plan to "gear up" our New Year picnic (Sunday January 9) to incorporate some of the spirit and activities of the Christmas Lunch, so please make sure you have this date on your diary if you are home at that time (more details on the events page later in this Burble), and in the regular emails that you will receive.

On this same subject of events, I must say that we are in good heart as a club especially with all the energy and leadership that our Club Captain Dennis is putting in, across both our traditional events, and new initiatives. This is very evident as you'll see on the events page later in this Burble. Well done and thanks Dennis (and Viv)!

And so, here we are nearing the end of another year. Enjoy the summer, relax, get into the Mustang spirit (and driver's seat) when ever you can, and best wishes for a very merry Christmas, and for every success and happiness in 2022.

Best regards

Garry

**Garry Jackson, President,
Canterbury Mustang Owners Club**



Editor's notes

Here it is, your December issue of Burble. Hopefully the printing and postage processes all work as planned and that you receive this for Christmas reading!

I hope you find the stories and articles interesting and absorbing. I've tried hard to bring some variety into this particular issue, not least of which is some thinking about our future Mustangs and the possible developments, in this world of change .

Please pay close attention to the high level notes about coming events, watch your emails for further details, and if at all possible, come to as many as possible. Maybe you can then contribute with some event reports to future Burbles!

Enjoy the read!

Best wishes and seasons greetings

Burble Editor

Thanks

Thanks to all those who have contributed to this Burble, including Club Captain Dennis O'Brien, David Miller, Andy Wheatley, our new members who contributed their profiles, our advertisers, and to all of you as our readers.

Disclaimer

Views and statements as printed are those of the Editor and/or the contributors as applicable, and are not necessarily those of the CMOC or its Committee

Photographs

Unless other wise noted, all images are sourced from platforms and sources readily available to the public through various digital sources. Specific sources are noted as applicable

The cover pic is a superb promotional graphic by CollinsPhotoArt, of our featured PDL Mustang II. Wayne Collins is a renowned Christchurch artist who specialises in NZ historic race cars, and is brother of well known Cheh racer Clyde Collins who once raced the PDL Falcon. Wayne's artwork of PDL II is a perfect entrée for this Burble. Check out Wayne's work at www.collinsphotoart.com (and maybe make an investment!)



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Words from our Club Captain, Dennis O'Brien

Hi everyone

Plan "B", Green Mate & Number Plate

Being the eternal optimist I plan for events to happen and when that nasty bug gets in the way we go to plan "B". This happened when the National Convention in Tauranga had to be cancelled.

Having already arranged the time off some members of our Club did an extended South Island trip instead and had a ball. Others, myself included, planned "The Great Mustang South Island Road Trip of 2021", invited others along and also had a blast.

A good mate has gone green, with his wife now the proud owner of a 2020 Nissan Leaf Plus. Knowing we were about to head away on our road trip he cheekily text me and asked how heavy our Mustang is fully fuelled, hinting his Leaf weighs the same fully charged as when flat. Needing a break from gardening it was time for an equally cheeky response from me. With the help of Mr Google this was my reply:

Interesting thought. 2020 Nissan Leaf Plus with 62kwh battery has a kerb weight of 1789.9 kg. A 2014 Mustang GT V8 weighs 1641 kg and holds 16.0 US gallons which is 60.57 litres which weighs 740 gm/litre, so weight of fuel is 44.82 kg, so weight of fully fuelled Mustang is 1686 kg, so 103.9 kg lighter than your Leaf".

Not unsurprisingly his response was slow and feeble. There is a happy ending to this tale. My mate is not a lost cause. He has a petrol powered V8 Dodge Ram which he uses to tow his 300 hp petrol powered boat on its 6 wheel trailer.

In the last Burble I was pondering what wording to add to my D O B number plate. Many options were considered and nearly as many rejected by the "powers that be". Happily another plan "B" emerged and the wording now accurately describes me.

Keep smiling, summer is coming.

Cheers

Dennis



Warm welcome to our new CMOC members!

Tony and Jennifer McLean
Nigel and Janice Beardsworth
Alan Hammond and Erna Heider
Brian Hurley
Richard and Michelle Meadows
Maree Shepherd
Christopher and Lynette Ash
Nathan and Ange Tutt
Grant Harris and Cara McIntyre
Stephen Foley
Nigel Ferguson and Nicky Polson
Allan and Sheena Walton
Diane Taniwha

2016 White GT
2016 2.3 Grey Convertible
2016/17 Ruby Red GT AT FBack 5.0 Roush Stage 2
2017 Platinum 5 lt GT Convertible
2017 Red Mustang
1965 Light Blue Mustang
2021 Fighter Jet Grey Mustang Mach 1
1966 Wimbledon White Mustang
1997 White Mustang GT
1997 Purple GT Coupe
2016 Red Mustang GT
2021 Velocity Blue Mustang GT
2021 Yellow GT 500 Convertible 5.0L 10 spd Auto

A very warm welcome to you all, and looking forward to catching up with you at our events and activities in the near future!



Bay of Plenty report in lieu of Convention, sadly

We're all aware of the issues faced by our Bay of Plenty Mustang Club colleagues that resulted in the cancellation of their first ever Convention, and our hearts go out to them, especially after 6 years of planning. However, with an incredibly strong spirit they quickly realised that many Mustangers (North Islanders outside of Auckland!) were still looking for a weekend away at labour Weekend. The Convention team quickly put together a weekend event that those travellers could enjoy. Sadly no CMOC registrations could make it. This is the organising team's report. Well done, Bay of Plenty!

When you get lemons ... a Covid19 cancelled National Convention that was 7 years in the making ...you make lemonade. That's exactly what BOP Mustang Owners Club did over the 2021 Labour Weekend. A number of people from other Clubs still decided to make the journey to BOP, so BOPMOC decided to give them a big BOP welcome and organised some activities, all within Covid Level 2 parameters. There was a great turnout from Southern (yes all that way), Taranaki, Manawatu, our own Club members from BOP and some members that live in Level 2 from Waikato and Auckland.

Saturday morning started with a 61 car turn out, meeting up at Tauranga Crossing. After a brief introduction and welcome by Bruce the President, every one started their engines and the rumble of V8s filled the car park. Cars headed out and on the way Julie handed out Goody Bags, consisting of a nice little emergency phone charger from Repco, and goodies from Whittakers, Burger King, Jelly Belly Beans and brochures to the sights of Rotorua (a big thank you to the sponsors Burger King, Repco and Whittakers).

From Tauranga Crossing it was a mere 5 minute rev up to Dale Mather's Coastline Automotive premises. There, we were delighted to hear from three mighty legends of motor sport. Paul Fahey (NZ saloon car champion), Ray Stone (multiple championship winning race engineer) and Grev Hesketh (legendary kiwi race mechanic). The people they know, the places they have been and the experiences they have had are amazing. What a special moment to hear their stories, meet them and even get their autograph on some specially made posters. Our huge thanks to Dale for welcoming us and also sharing his cool projects with us. Also thanks to the ladies on the committee for the coffee and delicious home baked cookies which were very appreciated in the unseasonal cold weather.

After Dale's we convoyed to the Minden Lookout enjoying the local winding country roads and the resulting spectacular view of Tauranga Harbour, the Mount and beyond. After-wards some went off for lunch towards Tauranga, while others drove to Omokoroa for a lovely lunch overlooking the Car Ferry and beach.

Sunday morning began with a 37 car turn out in the rain, once again meeting up at Taranga Crossing. A "Closest to the Cone" was conducted, bravely in the rain, by Charles and Heather. A Waikato member won a bottle of wine for his 60mm from the pin effort! The Mustangs fired up and departed for Tauranga via Hamurana, around the top of Lake Rotorua and on to the final park up at The Village Green, downtown Rotorua.

continued on next page





BOP Labour Weekend event report (continued)

There was just a fine drizzle when we arrived in Rotorua so after a chat and lots of admiring of each other's muzzys we headed over to Eat Street for lunch at the many fantastic restaurants on offer. The afternoon was all very relaxing with convivial conversation and many mustang stories shared. After lunch, everyone was free to do their own activities in Rotorua. Some were heading shopping, others went to the Redwoods Tree Walk, the boiling mud/ hot pools, skyline gondolas and others went for some more eats and coffees. Before leaving, many guests thanked Bruce profusely for arranging an amazing weekend and the generosity and warmth shown by all BOPMC members.

Big thankyou's have to go to the following people who made the weekend such a pleasure:

Philippa, our Club secretary, who fielded umpteen emails and phone calls up to and during the weekend and kept everything running like clockwork. Dave Flett for organizing the goody bags, and Dave, Julie, Philippa and Bruce for putting them together. Bruce, Charles and Heather for organizing and arranging the meet up at Dales as well as organizing the daily runs and run sheets. Heather and the other committee ladies (sorry if I don't name you) for the home baking for the coffee on Saturday morning.

To the Mustang Club members from out of town. We thank and applaud you for making the trip to the Bay of Plenty, despite the cancelled Convention. We appreciate you coming and we are happy you had some fun while you were here.

To BOPMOC members for supporting the weekend despite the sometimes cold and rainy conditions. Without your support, friendship and laughter it would not have been a such a success.

Our thanks also go to the National Convention Committee, lead by Grant Robb, who worked so hard for 7 years on the National Convention.

New friendships were made, muzzy stories were swapped and the weekend just didn't seem long enough. I think we made some great lemonade. Now we are looking forward to seeing you all next year in Taranaki for the 43rd National Mustang Convention.

Carole Seymour and the BOP team



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The Great Mustang South Island Road Trip 2021

What happens when three couples from the Club sit around a table and start plotting? The Great Mustang South Island Road Trip of 2021 was born.

Invitations were sent out and by departure we had 13 Mustangs and 25 people on our trip of the lower South Island. Despite that nasty bug popping up in Christchurch at the last minute and causing a few worried phone calls we remained in Level 2 and were able to proceed as planned.

We had new members, life members, Cantabrians and people from Oamaru, Dunedin, Mosgiel, and Kaikoura. Some joined us en-route when we were closer to their home town.

This was a 6 day, five night extravaganza covering the beautiful lower south with two nights in Cromwell, two in Invercargill and one night in Dunedin. The mix of a travel day followed by a second day to relax or explore the local attractions worked really well. Everyone came together for the evening meals which were lively affairs. Best food? The Stoker Room in Cromwell. Everyone raved about it so it gets a special mention.

Camper vans were few, overseas tourists non-existent, the weather was perfect and we saw all the sights and attractions on offer. Great cafes, photo opportunities, vintage garages, the Kingston Flyer, beautiful towns, toy museums, truck and motorcycle museums, Bluff, the Crown Range, pubs and shops.

Someone did comment they couldn't find the rifles in Winchester, the knives in Sheffield or the toothpaste in Colgate but we all found the Maher Outlet shoe shop in Invercargill. Some new fashion statements are sure to be on proud display at coming Club events soon.



..... continued on next page





The Great Mustang SI Roadtrip continued

Roger and Anne Neilson from the Southern Club joined us for dinner in Invercargill and Tony Forde kindly invited us to view his car collection. The SM17 Scott McLaughlan Mustang on display caused quite a stir. Tony did confess he was storing it for the owner.

New friendships were formed, Mustangs got dirty, everyone had a ball and blew off the cobwebs.

The courtesy coach driver from the Ascot in Invercargill will never recover. The singing to his music and the compulsory extra laps around the carpark until the songs finished will be etched in his memory forever.

A special thanks to Sam & Maria and Peter & Pauline. Without their vision and enthusiasm this trip would never have happened.

Dennis and Viv O'Brien





CMOC's Annual Mystery Run 2021

Sunday October 3 saw a small but keen gathering of Mustangs arrive at the Papanui Club carpark for the 2021 Annual Mystery Run. Most participants had the assistance of a keen and willing navigator while some went solo and just enjoyed the drive. Classics from 1965 through to the latest 2021 model were in attendance.

Thanks to Julie and Steve Fraser we were treated to an interesting and varied route with plenty of opportunities to let the cars do what they do best and clues and questions to keep everyone focused and interested.

Ending at the Groynes for a picnic, there were many discussions as usual as to the answers to all the various questions. What was the correct price for pony poo and where was the cheapest fuel for your Mustang were all unusual topics of conversation you can expect to hear at the end of a Mystery Run. For those paying attention, one of the key questions was what colour mask was Julie wearing at the start of the day. A nice touch to incorporate these changed times we all are facing to enjoy gatherings such as this.

Unfortunately (or fortunately in the view of Steve) with the assistance of my very helpful wife we were announced the winners and have the task of setting next year's event. We have already found a couple of roads that will allow members to enjoy their drive and all we can say is expect the 2022 Mystery Run to be located a little bit south of Christchurch next year!

David and Bronwyn



Congratulations to David and Bronwyn Miller for winning the CMOC Annual Mystery Run, and for the great car pics (more on the next page). David's skill with his camera creates a "portrait feel" for each Mustang. Enjoy the selection.



.... more great David Miller pics!





CMOC member Nigel Northcroft's '82 Fox

In an earlier Burble (May 2020), your editor had some fun covering the great racing history of the Fox model Mustangs in the 1980's, and emphasised that these notable motorsport successes were an important part of why the Fox Mustangs are so important in Mustang's history.

But there are also other reasons as to why the Fox generation has such importance. Not only were the Foxes ("Fox" was the internal Ford code name for a totally new lightweight chassis platform in the late '70's used by the US Fairmont, the new 1980 Thunderbird and the new 1979 Mustang) the longest running single generation in Mustang's history ('79 to '93), the early Foxes coincided with the establishment of Ford's Special Vehicle Operations and a serious commitment to performance and racing which exists to today. Perhaps most importantly, customers loved the Fox models and the return to the V8's, and they stayed loyal through the economic downturn of the late '80's share market crash. All this meant that Ford could continue Mustang's place in the product line up, and delay the investment in the next model (SN95) for a 1994 launch. In simple terms, without the Fox, Mustang might have disappeared given the business pressures Ford faced in the late '80's and early '90's (Editor's opinion!)

So, back to the Fox, our club and members, and a feature car for this month's Burble.

Introducing the gorgeous red '82 Fox of Nigel, Kathy and Jared Northcroft! It's special because it was '82 when Ford relaunched the Mustang GT, the first use of this name since 1969. Instigated by Ford's new SVO operation, the 302 V8 was badged "HO" for high output, thanks to a special cam, double roller timing chain, stiffer valve springs, and a larger two barrel carburettor and low restriction air intake.

Bodywise the '82 GT broke new ground with hood scoop, unique front end with a special grille, fog lights and air dam. Sports suspension featured, along with TRX wheels and tyres. Motor Trend magazine tested a '82 GT with a 6.9 second 0 to 60mph sprint, claiming that it was quickest cars out of Detroit that year, and certainly the quickest for the price.

All this history and significance is captured in Nigel's Fox. The Northcroft family have owned it for approx 10 years, the duration of their CMOC membership to date. It's a four speed manual, and has the rare T-top roof option and TRX wheels and tyres. Uniquely, it actually has a kph speedo and odo, because in its original US life it was built for the German market (maybe a direct import by a US serviceman?). The car had two previous NZ owners.

Nigel's done a few things to update the car, but it's largely as he bought it. Depending on the photo, you'll also see the 15" superlite alloy wheels that Nigel imported, to offset the wear on the unique and now very rare TRX spec Michelin tyres. The car has had some cosmetic tidy ups on the body, and new carpets. Otherwise it retains a very original feel, and a great drive.

All of this background came to life when the Northcroft Fox was chosen as a perfect display ambassador for the Fox generation at a special Ford New Zealand function in 2014, on the occasion of the 50th anniversary and pre-launch preview of the new 2015 RHD. 10 Mustangs were chosen to tell the 50 year Mustang story, and this great red Fox did the job!



Above, Nigel's Fox at an open event with it's minilite style wheels, and below at the 2020 Convention, where it finished second in its class. For this event Nigel fitted the original (and very unique) TRX wheels and special Michelin TRX tyres.

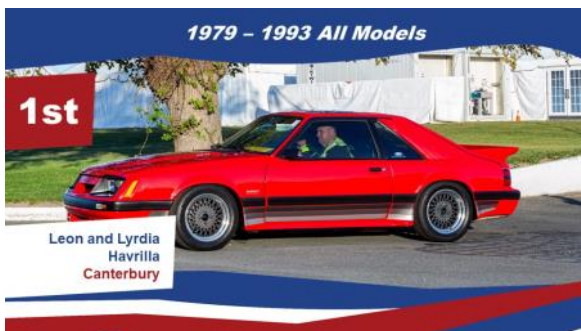




Nigel and Kathy have been CMOC members for ten years, and during that time those of us who know them have become hugely impressed by their community commitment. In particular, every year they have gone to extraordinary effort (and considerable personal expense) to mount magnificent Christmas lighting displays at their house, and encouraged visitors and viewers raising money for local charities. Sadly this won't be possible this year due to Kathy's present health challenges. Best wishes Nigel and Kathy, and Jared.

As part of our focus on the Fox Mustangs, here's another red Fox, and a CMOC car, that deserves special mention. It's the '86 Mustang Saleen of members Leon and Lyrdia Havrilla which cleaned up at the 2020 National Convention, winning first place in the 1979 -93 Fox class, and also won one of the 10 Spirit of Mustang special awards.

Well done Leon and Lyrdia, and thanks for representing CMOC with such great success!!



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The fabulous PDL Mustang II!

As CMOC members and Burble readers already know, your editor has had a long running love affair with racing Mustangs, and the PDL Mustang was a feature in the April edition. With no apology, here's the second part of the story, the PDL Mustang II, or as it's commonly called, PDL II.

As you read this, please register and recognise the underpinning Mustang connection, the somewhat understated (and under-rated) Mustang II 1974 to 1978, a generation of Mustangs that struggles for recognition and following against its higher profile classic predecessors, and the high horsepower / high performance Mustangs from the '80's to today. If you have followed NZ motorsport since the late '70's, then you'll probably know much of the story in this article. If not, then I think you'll have a whole new appreciation of the '74-'78 model, and what PDL II has done (and continues to do) for the Mustang image and legend.



As per our earlier article, the PDL I Mustang was coming under increasing competitive pressures in 1974 and 1975, and then the tables really turned when all the leading NZ touring cars were shown up by a pair of US IMSA style racing Chev Monza's turned up for the last race of '75, one of which was owned and driven by ex Ford star Allan Moffat. Coincidentally PDL was involved in a big damage accident in January 1976, and the PDL team under direction and investment by MD Bob Stewart and inspired US mechanic Rick Diehl quickly decided that a new PDL racer was needed, and it needed to match the new IMSA inspired outright race cars (rather than modified production based cars such as PDL 1, Paul Fahey's Capri etc).

Consideration was given to sourcing an IMSA Monza (high level enquiries to purchase the Moffat car), but the decision was made to retain their Ford extensive Ford experience and parts stock, and build a NZ version of the Mustang II that Charlie Kemp was pioneering in US IMSA racing up against the Monzas. By chance, Bob Stewart spotted a low mileage Mustang II in Hamilton (probably the first or maybe only Mustang II privately imported at that time), made an offer for it and the deal was done. Leo Leonard, the primary driver of PDL 1 was back on board for the new project, flew to Hamilton, drove it home and straight to Ruapuna, where some early familiarisation was completed (and it ran out of tyres!).

continued on next page ...

Mustang II. Boredom Zero.

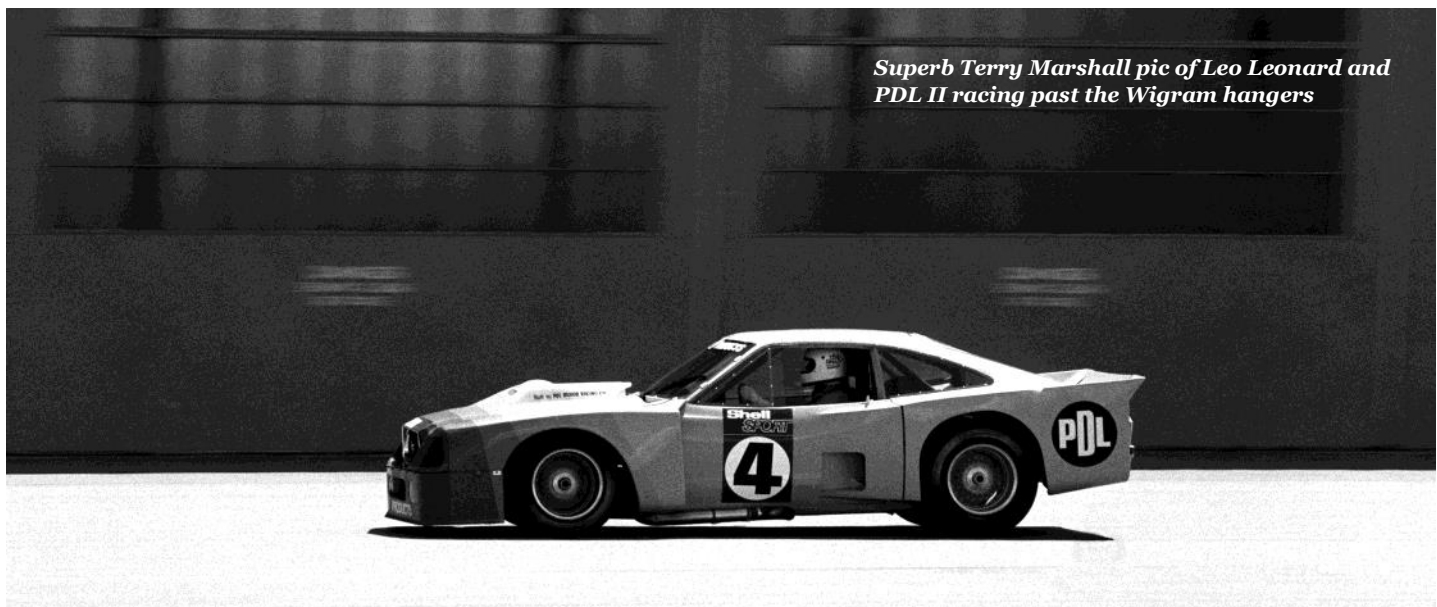
Mustang II. Chassis from Chevy. Overhead-cam. Dual carburetors. 8750 rpm.

Mustang II. Chassis from Chevy. Overhead-cam. Dual carburetors. 8750 rpm.

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Superb Terry Marshall pic of Leo Leonard and PDL II racing past the Wigram hangers



From there, seven months of intense cutting and stripping, design and fabrication, moulding and other engineering wizardry kicked in. A custom space frame chassis designed and made by Diehl, body panels from the road going Mustang II plus fibreglass doors and fenders from Kemp moulds, a 6.0 L aluminium block stroked 351 V8, Gurney Weslake heads, Lucas fuel injection (a second identical engine ran Webers), front suspension used parts from a McLaren F5000 racing car, rear suspension was a special custom Diehl design, brakes from PDL 1, and all this with a weight of 998kg (compared to PDL 1 at 1270kg!)

The initial car as raced in late 1976/early 1977 season had a simple front spoiler, and no rear wing. Regulation changes by Motorsport NZ saw PDL II parked up for the balance of 1977 and 1978, reappearing in January 1979 for a series of special open match races against 3 special high performance Australian imports, including Jim Richards in a wild Falcon Hardtop. For these races with open regulations, PDL went one stage further, fitting a chiselled front spoiler with deep splitter for greater downforce, balanced with a rear wing taken from a McLaren F5000 car. These races were well promoted, drew huge crowds and the racing didn't disappoint, with Leo taking the most wins after neck and neck racing with JR that had crowds on their feet as never before (your editor was at Manfeild that year and saw it!), and lap records at every track that stood for ten years or more.

In essence, a short lived competition life but a Mustang legend that continues to this day, enriched by PDL II's occasional appearance at classic race events such as Ruapuna's Skope meeting, Leadfoot, and other occasions.

Who would have believed a Mustang II could do this?!



The PDL II story is a proud Canterbury one, especially given the leadership of Bob Stewart (later Sir Roberson Stewart) of PDL, and the efforts of the great Timaru racer Leo Leonard. The Bob Stewart connection is especially significant for us, as he was the founding patron of CMOC! Thanks to Steve Holmes for the story details, as per his latest book "Historic NZ Racing Cars Vol2" (in book stores now!), and his digital archives "The Roaring Season"



The Stewart family (Todd Stewart) proudly retain ownership of PDL II and present it in outstanding condition at special historic events for us to enjoy on display and on track



One of NZ's best known stock standard Mustang II's, the '78 King Cobra of BOP member and regular Convention attendee Grant Robb



The Stig our anonymous auto reporter

With early generation Mustangs continuing to rise in value and later model Mustangs still out of the range for many of us what Mustangs can you get for sensible money?

How about a fourth generation SN95 Mustang made from 1994-2004? (SN95 stands for Specialty/Sports North American Market Project #95) These Mustangs are great cars, available as either a coupe or convertible, represent culture comforts. Have a look on els listed and many look in excellent love affair but the phrase “see, careful and speak to your responsible before hitting the “Buy Now”.



There is a range of V8 mod-Trade Me. There is a range of V8 mod-Trade Me. There is a range of V8 mod-Trade Me. It could be the start of a want, must have” comes to mind, so be sensible adult (partner) first



Ever thought about adding some to give it a new look or a bit more gone to a car show and seen a gorgeous example of a model basically the same as yours all dressed to the nines and come away thinking wow, if only mine looked that good? Mustangs are among the most customised and accessorised cars on the planet and there is an endless range of parts and accessories available for them. Go ahead, all it takes is a bit of imagination.

goodies to your Mustang attitude? Have you ever



Want to have 760 horsepower in your car? Ford Performance has just made the Shelby GT500's Predator 5.2 litre engine available as a crate engine for \$25,995 US. A crate engine is an engine which is complete with everything needed to make it run and comes delivered to you in a crate. Something for the Christmas stocking?



The 2021 Mustang GT with a manual transmission secured top spot out of 90 vehicles surveyed in the Kogod School of Business' 2021 Made in America Auto Index with an 88.5% domestic content rating. The TDC (Total Domestic Content) score includes the location of final assembly, engine and transmission source, location of the automaker's headquarters, profit, labour, research and development facilities, interior, body, electrical components and inventory and capital. It truly is “Made in America”

“Oktoberfest” ... a new word for a gathering of Foxes

Consistent with this Burble's earlier focus on Fox Mustangs, you might be interested that in the US the Fox owner body is extremely well organised and faithful. Ten years ago they had the idea of an annual gathering in October and coined the name Oktoberfest, coinciding with other reasons to party including Halloween.

This year's Oktoberfest set a record the target of 500 Foxes was well and truly broken, with no less than 718 Fox Mustangs in various states of condition and presentation! The format is show and swap, and the list of prizes and trophies extends to cars in various levels of repair and restoration.



The venue (each year) is Charlotte, North Carolina, using the open grounds at the famed Nascar racetrack. Check out the story and pics at www.mustangdriver.com.





Scargill Domain Run (and great aerial pics)

On a cold cloudy day on Sunday morning 10th October 25 Mustangs met at The Peg Hotel on Main North Road.

The cars that arrived early got to rub shoulders with the Ferrari Club just before they left on their run into North Canterbury.

The run set off down the motorway travelling through Ohoka and Rangiora into the inland road to Amberley. The usual happened as soon as we got through Rangiora and the sun burst out of the clouds.

Here we picked up 4 more Mustangs that followed us through to Wai-kari.

We then drove through the beautiful scenic inland road to Scargill where we stopped at the Domain for BBQ Lunch.

Everyone set up their little picnic areas and started baking in the sun. It's a very sheltered spot and with no wind it felt like 30 degrees.

The antiquated BBQ supplied by the Domain wouldn't go and panic stations set in. Viv O'Brien and Ray Van H started trying to cook 100 sausages in the oven which was no mean feat. Eventually the Custodians of the Domain Stu and Lyn LOE saved the day by racing home and digging out another burner for the BBQ.

After everyone had eaten and mingled for a while it was time to head home down State Highway 1.

It was a lovely relaxed enjoyable day out.

Andy Wheatley





Burple's horoscope Future Mustang Plans

As we all know, future new car trends are big news right now, especially given some of the climate change discussion and interests, and EV developments. As Mustang owners, whether the very latest or the earliest classics or a Mustang in-between, it's a topic very much on the minds of many, prompted even more by the Mustang Mach E SUV. And if you're the CMOC Burble Editor, maybe it's a subject that perhaps I should stay away from but with a responsibility to cover all things Mustang (and with a sense of adventure) I'm stepping right into it! Read on!

Before getting into the detail of some of the new product rumours and possibilities for the years ahead, I think it's important to start by identifying some of the business trends and issues presently facing Ford (and other global auto manufacturers)

- Governments and regulators (and shareholders and competitor actions) are putting all auto manufacturers under immense pressure regarding future product development. The leading examples are the regulations banning ICE models in Europe by 2030, and in California by 2030 or earlier, and other US states are getting on the same bandwagon.
- Ford's flagship (certainly from a profit viewpoint) F150 truck will have an EV option in 2022
- As a company Ford (and other "traditional" auto makers) is under tremendous stock market and shareholder value pressures, upping the ante for business success and making the funding of new product development very challenging. A new auto start up, Rivian (modelled on Tesla) already has a market capitalisation equal to Ford (a global, 125 year entity) and it hasn't yet sold a single vehicle!
- Competitors are starting to move quickly. In the last two months, Dodge have announced an almost about-face from their pride in large displacement / high horsepower vehicles, transitioning to a RAM EV soon and then an electric muscle car in 2024. Chevrolet have announced that the Camaro will be replaced by a high performance EV sedan in the next 4-5 years.

All these issues and challenges aren't new, and Ford's very successful initiative with the Mustang Mach E SUV reflects some of it's corporate thinking. It wasn't enough for Ford to launch a "traditional" EV SUV and expect to succeed against Tesla. Ford dug deep, developed an electric SUV with distinctive performance, handling and styling equal or better than Tesla, and then pitched it to the market with all the energy it could, connected to the 55 years of legendary and iconic Mustang branding that Musk couldn't match in any way. The Mach E's success to date in the US and European markets has markedly boosted Ford's share value and investor sentiment, and the first Mach E's are now being manufactured in China. (In 2021 to date, Ford has built more EV "Mustangs" than ICE versions.)





All of the foregoing are therefore background factors to what Ford might do in the next ten years or so, and especially for the Mustang we all know and love. From all of the reading and internet searching I've done, the following points seem to be the most common or agreed views:

- The 2022 model year will be the last for the present S550 generation Mustang, with minor spec updates, continuation of the well-received Mach 1 model, and a special upgraded heritage version of the GT500. There are signs that production numbers and customer availability of all 2022 Mustangs will be limited due to ongoing chip and other component shortages, and the timing of the Q3 runout. Shipments for markets such as NZ are likely to be affected, and sold out early well prior to production phase out next year.
- The 2023 model year will be the first for the new S650 generation, expected to run until late 2028. This will be the seventh generation Mustang. The gossip seems to suggest a major update of S550 styling (but retaining all the core Mustang cues), with a totally new underbody known as the Ford CD6 platform that the Mustang will share with the Explorer and Lincoln Aviator (4 wheel drive capability?)
- One of the most revealing comments regarding S650 design, styling and engineering comes Ford President and CEO Jim Farley (the ultimate car guy), who has stated publicly that the S650 Mustang must worthy to be the poster car for every fan and young kids, just like all the great classic Mustangs over the years. And Farley is the guy to make it happen!
- In a revealing insight, a senior Ford development engineer recently revealed in a detailed LinkedIn post that the S650 will have full hybrid options for both 2.3T and 5.0L V8 powertrains, most likely with petrol power to the rear wheels, supplemented with separate electric motors for each front wheel, providing all wheel drive-ability, economy and environmental benefits. There is reference to Ford having patented aspects of this technology in 2017.
- The expectation is that the S650 generation will be launched Q4 2022 with the present 2.3T and 5.0L V8 powertrains, and that the AWD hybrid technologies would follow in 2024 or soon after.
- The S650 generation would run until 2028, to be followed by a new generation vehicle in 2029, possibly fully electric?



What do you think? It certainly is a changing world, and all of the foregoing “expectations” are just that, and not documented facts. But the overall feeling from what I've read and pieced together seems to suggest that the Mustang we know and love, as a distinctively styled, two door high performance sports coupe that makes owners and observers feel great, will remain a core and critical piece of the Ford brand DNA and market presence in a changing world. Yes, powertrains and technologies might be different to today but the actions Ford are taking will ensure that Mustang remains be at the forefront of automotive performance and enthusiast appeal for all the right reasons.

Just the Mustangs for CMOC members in the coming years!



2022 GT500 Heritage



Mach E Shelby concept



Meet new CMOC members, Chris and Lyn Ash

Your Mustang: year and model.

2021 Mustang Mach 1

When, and how, did your interest in Mustangs develop? What were the influencing factors? Other details?

We've always liked Mustangs and early Fords from a young age

Please tell us a little more about your present Mustang. When did you purchase it? What do you especially enjoy about it? Any other information?

We purchased it in September

What prompted you to join CMOC? Do you have any specific expectations of the club, now that you are a member? What sort of events and activities are you looking forward to?

Friendship, outings, meeting other Mustang owners

Longer term, is there a "dream" Mustang on the horizon? If you won Lotto, what would you go out and buy?

Shelby SuperSnake

Please tell us a little about yourself / yourselves. Where do you live? Occupation? Interests (besides Mustangs)?

We live in Parklands, I'm a boilermaker, and interested in all types of motor racing.





Meet new CMOC member, Grant Harris

Your Mustang: year and model.

1997 GT Mustang Convertible.

When, and how, did your interest in Mustangs develop? What were the influencing factors? Other details?

I have always been a Ford man I was born in the 1960th so my first car was a MK 1 Cortina and have owned Fords ever since. I love them that much that I even have the Ford logo tattooed on my hand lol. I sold my 2003 V8 Fairlane to be the proud owner of the Mustang I have. To be honest I didnt thought I would ever own a Mustang, But it was always at the back of my mind, back in the day they were rare but such a awesome shape and classic V8 sound. They always caught my eye.

Please tell us a little more about your present Mustang. When did you purchase it? What do you especially enjoy about it? Any other information?

The Mustang I own is a 1997 white convertible left hand drive one and its got some aftermarket stuff on it but over all its still pretty original even the original wheel which I love. The other part is I drive it 4 or 5 time a week and in the weekend and the sun is up the roof is down(It's a shame I don't have any hair for the wind to blow through). I just love to drive it. I bought it from a dealer in Levin (due to covid the Mustang remained in Levin over that time then it down after we got our of L4). There was no way I was going to freight it down ... I went up to Wellington and drove it home.

What prompted you to join CMOC? Do you have any specific expectations of the club, now that you are a member? What sort of events and activities are you looking forward to?

I have joined the CMOC club for a couple of reasons to be a part of a positive like minded group of people and having Mustang in common is a great start. To gain more knowledge of the cars from other Mustang owners and also to have fun. I'm looking forward to go on some car runs and there nothing better that being in a awesome group of Mustang cruising down the road.

Longer term, is there a "dream" Mustang on the horizon? If you won Lotto, what would you go out and buy?

If I won Lotto,, I would make sure my family is sorted first .Then I would need to built a bigger garage then I would buy a new Cobra, and also a old school Mustang (1970 or earlier), the best of both worlds. I'm pretty sure I would be happy. I don't know about my partner Cara though, who owns a V8 Holden lol.

Please tell us a little about yourself / yourselves. Where do you live? Occupation? Interests (besides Mutangs)?

I'm a Timaru boy originally then move to Christchurch 35year ago. I have been living North Canterbury since 2003 and now living in Rangiora with my Partner Cara.

I have been working in the Drug and Alcohol addiction field now for 26 year and at present I'm working for the Salvation Army Reintegration Programme working with guys in Prison or that are in our Bail houses in Christchurch. I also do bit of volunteer work. I'm part of the Rangiora Community patrol (who are always looking out for volunteers), I'm also part of AOD steering group in Rangiora, and Trustee of Elmtree Lodge in Christchurch. Cara and myself also have motorbikes so we do have the best of both world, Two years ago we down sized our house to get out on the road and enjoy life.

I look forward to meeting you all one day.





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Meet new CMOC members, Nathan and Ange Tutt

Your Mustang: year and model.

1966 with some additions, 302 conversion, Power assist steering and disc brakes

When, and how, did your interest in Mustangs develop? What were the influencing factors? Other details?

Always liked them, an iconic American classic, featured in movies and acknowledged world wide as the quintessential muscle car

Please tell us a little more about your present Mustang. When did you purchase it? What do you especially enjoy about it? Any other information?

Purchased about 6 weeks ago, I liked the fact there was not a lot to do and it wasn't a rivet correct restoration. But still in good nick, 302 means there's a bit more scope for power and the disc conversion and power steering is great

What prompted you to join CMOC? Do you have any specific expectations of the club, now that you are a member? What sort of events and activities are you looking forward to?

I was a member of the Canterbury Capri Club and found their knowledge and technical assistance incredible. I'm very keen but lack the technical ability!

Longer term, is there a "dream" Mustang on the horizon? If you won Lotto, what would you go out and buy? Eleanor!

Please tell us a little about yourself / yourselves. Where do you live? Occupation? Interests (besides Mustangs)

I work in sales, do yoga to try and keep moving and play the guitar, Ange is a teacher. We have two teenage kids Ellen and Isaac.





Meet new CMOC member, Maree Shepherd

Your Mustang: year and model.

1965 Mustang Notchback

When, and how, did your interest in Mustangs develop? What were the influencing factors? Other details?

A few years ago I spent a few summers in the United States, and my interest ignited.

Please tell us a little more about your present Mustang. When did you purchase it? What do you especially enjoy about it? Any other information?

I was fortunate to win the recent auction for this beautiful Mustang. It has been carefully looked after, and I intend to do the same. My Mustang is well known to the Canterbury club having been previously owned by Dave and Andrea Bannan.

What prompted you to join CMOC? Do you have any specific expectations of the club, now that you are a member? What sort of events and activities are you looking forward to?

I joined to share my love of Mustangs with like minded people and recently joined the CMOC group for the Southern road trip in mid November. I was made to feel very welcome.

Longer term, is there a “dream” Mustang on the horizon? If you won Lotto, what would you go out and buy?

If I won Lotto I could buy what I saw recently A Shelby Gt500 Super Snake. Maybe rack up a few fun demaits!

Please tell us a little about yourself. Where do you live? Occupation? Interests (besides Mustangs

I live in Oamaru. I drive a SRT Jeep so V8's are very much in my blood. I also have a 1500cc turbo jetski.

Any other comments?

I am an ex dairy farmer, I love walking , my grandchildren, visiting Twizel. I am passionate about personal development, and work part-time life coaching and personality profiling. I love to have fun and have a cheerful personality. I like to wear bright clothes, and like to leave people feeling better after interacting with me.





Meet new CMOC member, Steve Foley

Your Mustang: year and model.

1997 Mustang GT

When, and how, did your interest in Mustangs develop? What were the influencing factors? Any other details?
I've always liked Mustangs, amongst many other cars

Please tell us a little more about your present Mustang. When did you purchase it? What do you especially enjoy about it? Any other information?

For this Mustang, it was like buying a new car, not even run in. It was 24 years old, and only 24500km at purchase. I can "thrash" it for two years and will still be a low mileage car, or I could sell it should I wish to do so.

What prompted you to join CMOC? Do you have any specific expectations of the club, now that you are a member? What sort of events and activities are you looking forward to?

I haven't met anyone from the club yet. I initially joined so that I could tick the appropriate box on the insurance form, plus the car already had a CMOC registered member sticker on the window.

Longer term, is there a "dream" Mustang on the horizon? If you won Lotto, what would you go out and buy?
It would be really nice to have a very early Mustang, but that's with Lotto (or a balaclava lol)

Please tell us a little about yourself / yourselves. Where do you live? Occupation? Interests (besides Mustangs)?

I live in Burwood. I'm ex navy, and ex merchant navy. I'm a sub-contracting handyman and gardener. I've had 4 Wolseleys over a 20 year period, a few different Falcons, then a break. I've shifted home to Christchurch, now into V8's, I've got a rat rod, and I'm rebuilding a '36 Bedford light ute.

My likes? Muscle car madness, bikes, cars, 4x4 and camping, hot pools. I like playing pool, I used to scuba dive, but without a good dive suit today its brrrr. I enjoy playing Zilch, a dice game like backgammon but using six dice. I like movies and music And other than that it's driving, driving, driving

Any other comments?

I've had my Mustang for 2 months, and just received a letter from my insurance company saying all covered, but only allowed to do 5000km per annum. I've already done over 3000km so far! I think I'll be changing companies when I get to 5000, maybe Protecta classic insurance who have no km limit. I'll be at 5000 by end January. It's a really nice car to drive, especially cruising, but with foot down she's off! I've been to the West Coast twice, and I'm going down to Queenstown for new year celebrations.

Wishing all members a great social season, stay safe, get socially excited, and socialise!





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

Tues Dec 14	CMOC Social night Speights Ale House, Tower Junction	<i>Our last social gathering for the year</i>
Sun January 9	CMOC New Years Picnic, Glentunnel Domain	<i>Not to be missed, especially this one which will be "enhanced" due to the cancellation of the traditional CMOC Christmas Lunch. The Picnic will feature a free spit roast, special activities for children, and other highlights. Watch for more details but plan to be there if at all possible. The picnic will be preceded by a short organised run</i>
Fri Jan 14 - Sun Jan 16	Cromwell Car Show	<i>An annual fixture for interested CMOC members at perhaps the SI's largest show. Format is dinner Fri night, show Sat, home Sunday. Priority is for interested attendees to book their accom soonest.</i>
Sat Jan 29	Muscle Car Madness, Rangiora	<i>CMOC attendance is informal and at individual discretion. An interesting event.</i>
Sun Jan 30	CMOC run and picnic, Groynes Domain, Belfast	<i>Details being finalised ... watch for more details. A great venue for a CMOC group picnic and get-together</i>
Fri Feb 4 - Sun Feb 6	Skope Classic Motor Racing Mike Pero Motorsport Park Ruapuna	<i>Informal CMOC get-together at SI's premier historic race meeting. Watch for details as they are finalised</i>
Tues Feb 8	CMOC Social Night Venue TBA	<i>Our first for the new year, likely to be at a new venue to give some variety and new interest</i>
Sat Feb 19	Pre All Ford Day evening run	<i>More details closer to the event, and AFD plans and arrangements are finalised.</i>
Sun Feb 20	Canterbury All Ford Day Wigram Air Force Museum grounds	<i>CMOC's major annual event to organise and run. A great event for all Ford classic owners and enthusiasts, and a showcase for CMOC</i>
Sat Feb 26	Hanmer Motofest	<i>Large scale all makes event, organised by the Falcon/Fairlane club. Informal attendance by CMOC, maybe an organised run depending on interest. More details later</i>
Tues Mar 8	CMOC Social Night	
Wed Mar 9 - Sun Mar 13	Possible Northern SI Trip for CMOC members	<i>Early planning includes night in Kaikoura, 2 nights in Blenheim, attendance at Havelock mussel and seafood festival, coffee with Nelson Mustang owners, return via Lewis Pass. More details to follow</i>
Fri Mar 17 - Sun Mar 19	Caroline Bay Rock n Hop, Timaru	<i>Great weekend entertainment and classic car event, and catch up with southern CMOC members. More details closer to date.</i>
Tues April 12	CMOC Social Night	
Sun April 17	World Mustang Day celebra- tion event	<i>Details to be developed, but will build upon the success of this year's Court Theatre display. A must-be-there for all CMOC members.</i>

For more info on any of these events, or offers to help, or any enquiries, call Club Captain Dennis O'Brien directly on 021 1878488

Calendar of events assumes no Covid restrictions. Changes/updates due to unforeseen Government action will be communicated by email, Fbook, etc



PS: a new approach ... impromptu CMOC runs

A group of us went on an impromptu run to Leeston the other day. It all started with a call from another Club member. They invited us and a couple of others and we did the same. The result was a cracker of a day with a very social relaxed lunch with 12 people at the beautiful Crate and Barrel Hotel.

The Club normally arranges outings and events for everyone to attend and these are advertised well in advance to assist in planning and venue capacity. However the nasty Covid bug has caused some of these to be cancelled recently.

If you know Club members in your area, try contacting them and arrange a lunch outing or coffee run. A call the night before is all that is required.

Having fun, enjoying the company of others, making new friends and enjoying our Mustangs are what the Club is all about, whether it is a large event or a small impromptu gathering. It's all part of the CMOC spirit and friendship in these challenging times!



Dennis O'Brien

Closing words from your Burble Editor

Thanks for reading, and I hope that you have enjoyed this particular issue of Burble, and the stories that we have included. It was great to profile some of our newest members, and introduce them to the CMOC team in this way (and equally we welcome all our new members). These are certainly interesting times, and with the challenges facing our great country, who knows what the headlines and stories might be for the next Burble, April 2022. In the meantime, seasons greetings and very wishes to you all

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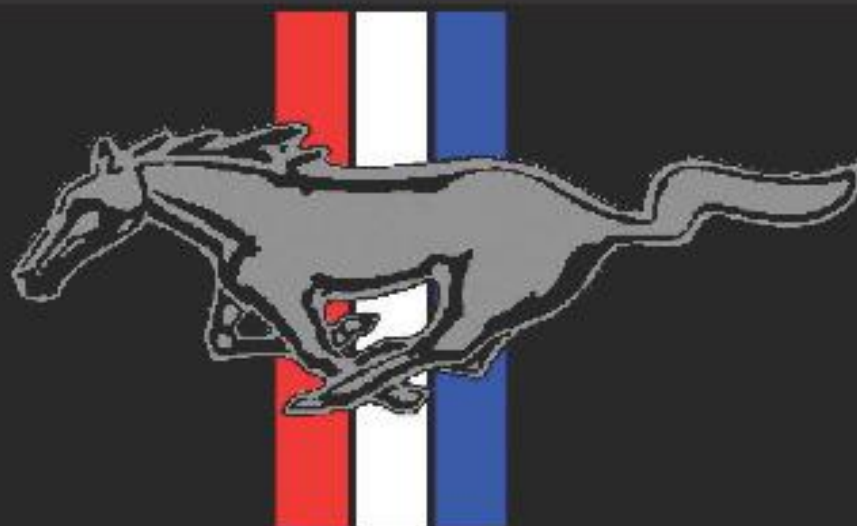


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