



Burble

The magazine of the Canterbury Mustang Owners Club

December 2022



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President's Patter

Warm greetings to all CMOC members and Burble readers.

Well, here we are, the year of 2022 is almost over, and about the same time that this Burble reaches your mailbox, it will almost be Christmas Day.

What a year!

And whatever the year has meant for all of us, the one thing that I know that ties us all together is that fact that the "Mustang world" is in good heart. When I look at our substantial membership (and it's the same for the other six clubs), the number of CMOC events we've packed in, the appreciating prices that used Mustangs are commanding in the market, the ever strengthening interest in Mustangs from non owners (and especially children), the impending launch of the new generation S650 model, the fact that Mustang's 60th anniversary is only 15 months away, and the everlasting sheer thrill of turning the key in any one of my three Mustangs all these points convince me that as Mustang owners and fans we're part of a very special group.

And for me all these points are made even more important given the predominance of political and social issues that dominate our headlines in a less than uplifting way!

I mentioned the number of events we've run this year (and it was April before we were clear of covid restrictions). Whilst our whole CMOC Committee have been very much involved, I want to make special mention of Club Captain Dennis O'Brien and his wife Viv for their outstanding contribution to our club, and specifically our extensive events schedule. And Dennis managed this throughout the year even though he was battling his own health issues for many of those months. The testimony to Dennis' work is the number of events that feature in this particular Burble, and the list of coming events. As Club Captain he's involved one way or another in everyone of them, either in planning, delegation, encouragement or other forms of support. Meanwhile, while Dennis is doing all this, Viv is managing all of our new member signups. Sincere and grateful thanks to you both!

On that same note of appreciation, thanks to you all as CMOC members for being part of this great club, and the efforts you make to join us on events and social occasions whenever you can. You all contribute to our strong Canterbury Mustang spirit. Wishing you all a very merry Christmas, and a wonderful and happy new year.

Best regards

Garry

Garry Jackson

President, Canterbury Mustang Owners Club

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Editor's Note

Welcome to the December issue of Burble, and I hope you enjoy the read.

As you'll see, this issue is dominated by the huge number of recent events, from the Taranaki Convention to smaller, local events right down to the great mid Canterbury activities organised by Patrick Forde. We've even managed to include the CMOC Christmas Lunch and Annual Awards, squeezing in this story and photos right on our printing deadline.

As Editor, I've tried to maintain the balance we talked about in the preceding issue, with appropriate focus on both the "classic", early generation Mustangs, and our later models. This issue brings this balance to life in a number of stories, from Ashley Smith's '64's and the gorgeous '67 Shelby of Taranaki's Nigel MacDonald, to the new generation Gen 3 Supercar (our cover pic) and the new S650 Mustang Dark Horse, and all the Mustangs in between.

My thanks to all those who have helped one way or another, and contributed to this issue.

Enjoy the read over your holidays!



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Words from our Club Captain, Dennis O'Brien

Greetings to you all

I've been reflecting on the year that has been and am grateful we live in such a wonderful country. I'm also the eternal optimist and a glass half full person, keeping away from politics as that's too depressing.

I have literally grown 7mm this year thanks to two new hips. I've also had some bad bits removed and follow-up treatment. I'm now ready to attack 2023 with gusto and have nothing but praise and admiration for our health system and its dedicated staff.

Our borders have opened up and people are travelling. That nasty bug is still out there, some of us have caught it and some escaped, as we transition to what is the new normal.

Club-wise, we have had a very full calendar of events that I hope you have enjoyed - and I really enjoy - meeting members both old and new at these events. 2023 will be even busier and we are delighted to host the All Ford Day on behalf of all Ford clubs at the Wigram Air Force grounds on Sunday 19th February. Funds from this event will be donated to Grandparents Raising Grandchildren and also the Base Youth Café Charitable Trust which supports youth in Ashburton. As a club we have supported many charities and are keen to make a positive difference in the community. We have also visited retirement villages and schools with our cars, bringing joy to people of all ages.

We have a club with over 330 members and I do wonder why we never get to see many of you at any event and would love to improve that. If you enjoy just getting the magazine, emails and viewing our Facebook page that's understandable, but you and your partners are missing out on so much. Please contact me if you have ideas we can introduce to entice you to become more involved.

The club is very social and caters for both the classic older Mustang fraternity who know the inner workings of their cars and the joys and challenges they bring, and the new generation Mustang owners who never need to open the bonnet, don't need to ponder on what makes it go, but enjoy the drive and experience of owning what may in a few years become a happy memory as the roar of the V8 engine is replaced with a synthesised sound from the audio system in future generations.

There are a few certainties in life and the top 3 to me are: death – best avoided, taxes – minimise where possible and change – it's coming whether you are ready or not, so you may as well embrace the parts that work for you and enjoy the journey.

As a club we are continually evolving and adapting. Stand still and you are going backwards.

If you get to read this before Christmas I wish you a great festive season, and if you receive this in the New Year, I hope you had a wonderful Christmas.

Keep smiling and I hope to see you at an event soon.

Dennis O'Brien, Club Captain, ph 021 187 8488



Dennis and Viv managed much of the logistics for the Convention trip for CMOC members. Here's hard working Viv looking great in her own named shirt, from the famous Viv's kitchen in Sanson on the northbound journey. Dennis's Mustang on external display at New Plymouth





CMOC's Christmas Lunch and Annual Awards!

Saturday December 3, and our Christmas lunch made it's return to Hanmer Springs, and the reopened grand old hotel, now badged as Hanmer Springs Hotel, and run by the CPG group.

We all agreed that it was great to be back in Canterbury's iconic tourist town, and a record 165 of us were there to enjoy the festive food and to celebrate the recipients of CMOC's annual awards.

A number of members had arrived in Hanmer Springs on Friday afternoon, to maximise the r & r opportunities, and the main group (a run coordinated by Dennis O'Brien) arrived late morning. With nearly 80 Mustangs in town, we jam-packed the hotel's front entrance, and the plentiful car parks.

Whilst organiser Glenn Thomson's attention had initially been focussed on some organisational issues that might have put some pressures on us, these were resolved sufficiently that the lunch itself, and our traditional lunch-time features all proceeded to plan a very good buffet lunch, our wonderful raffle baskets (put together by Glenn and Dianne) won by 10 delighted winners, Santa Claus in great voice and style and well chosen presents to six very appreciative junior members, and of course, the presentation of the CMOC annual awards. It was great that seven of the eight recipients were all present. The only one missing was Garry Neill, who will receive our "Most Entertaining" award for his wonderful bag pipe interludes on many occasions this year. He missed our lunch due to bag pipe commitments at another event!

I'm sure that everyone felt that this year's Christmas lunch was just right ... no more covid restrictions, the sun and warmth greeted us as we moved outside onto the magnificent lawns and patio after lunch, a great drive and Hurunui scenery there and back. It all felt pretty good!

Merry Christmas, everybody!

Garry

Special thanks to our team: Glenn and Dianne Thomson, Andy Wheatley, Dennis O'Brien, Dave and Andrea Bannan, and Christine Quinn





Mary Chisnal, and son Michael, winner of our supreme trophy, Spirit of CMOC Award, recognising Mary's enduring membership, enthusiastic participation, friendship, and their gorgeous red '69. In making the award, we remember Mary's husband Graeme, a wonderful CMOC member who sadly passed away almost two years ago.



Above: Mike Hay & Viv Titmus, winners of the new Classic Mustang member award, a superb greenstone trophy with a carved Mustang horse logo



Andrew Lange, Service to CMOC!



Janet Mills, Most Understanding Partner



Ashley and Sandy Smith, Enthusiasts of the Year award



**Right (upper): Hard Luck award winner Jeff Waghorn
Right (lower): Glenn Thomson receiving the Dipstick award from a jubilant Andy Wheatley, telling the story**



Congratulations to all !



Amberley Rock n Wheels - a great CMOC line up!

The picturesque Amberley Domain was again the host location of this great community event, on the first Sunday in September. Accordingly a wonderful gathering of classic and modified cars, many combining the event with the Kustoms Breakfast earlier that morning.

Katrina Platt, organiser over many years, did an amazing job, considering her well known husband Les Platt had passed away only a few weeks earlier (Les was very well known amongst hot rod enthusiasts, and he was also “famous” as a senior member of Canterbury’s road policing in the MOT days). This year’s Rock n Wheels was in Les’ memory, and again it raised very welcome funds for some of Amberley’s deserving charities and community causes.

As the photo shows, and great CMOC line up, and it certainly caught the attention of the crowd who flocked in for the 600 plus cars, the band (not sure of their name but they could be “the good old boys”), the food and the stalls. A complete day, enjoyed by all.



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Placemakers “Big Tradie Park up” ... Alan Howe

September saw the first of what is hoped to become a regular event.

The Big Tradie Park Up was an initiative put together by the team at Placemakers Christchurch to support Mates in Construction Fly the Flag month and to give members of the construction industry a reason to bring out their toys, park them up and have a chance to interact with likeminded people.

The key message from the day was find the small things that you enjoy and share your passion, support and mateship.

The team from Mates in Construction spoke briefly to the crowd and outlined how they are available to give support.

The event was well supported with over 90 vehicles parking up and a total amount fundraised of \$4,300.00 which included the proceeds from the raffle.

There were a wide range of treasured vehicles and motorbikes in support including several members of the CMOC who brought their ponys out for the event.

I set a challenge for the event in that if 200 vehicles attended I would shave off my moustache, all in good fun and although we didn't quite reach the mark off, it came anyway much to the delight of the crowd but more so my wife!!!

Keep a look out for next years event!!
Save the date of Friday March 10th for a Twilight Park up at Placemakers!

Alan Howe





Meet Fleur and Chris Bakker

Hi everyone

I thought it prudent, following President Garry's email, to introduce ourselves as new Mustang owners, new to the club!

We absolutely love our new Mustang which isn't new, just to us, a 2016 2.3 L twin turbo Lightning Blue Convertible with black stripes.

We joined the Mustang club after being told we would really like it, our ages and love for the vehicles, through one of your other club members Grant Boore. Even though unfortunately we can't get to many of the amazing outings, but the ones that we can get to we absolutely love!

We live in Amberley, self-Employed flower farmers, on our daffodil farm. On it we also have a small shop selling gifts and flowers which doesn't give much room for outings also.

As we haven't been on enough outings to say which one we like the best but we have loved all of them so far with super friendly people all the same love for these fabulous vehicles.

I have always been a Ford fan, as my husband is now the newest fan LOL. I'm sold completely on convertibles and it would be my dream to be able to travel the countryside over and over again as my main job LOL in nothing but my Mustang!

My wish list if I ever come into a huge amount of money would be to have another Mustang in my garage alongside mine! Cobras would be on the top list! Cranbury red, or the really awe florescent yellow/green ones? My husband would love a Cobra Ute!!'

PS: Fleur also tells us that in an earlier career she was a cake maker and decorator, a skill she still uses for special occasions! Look and admire her great work in the pics she sent us - Editor





Mid Canterbury report and update from our intrepid organiser and reporter, Patrick Forde

Hi everyone

In Mid Canterbury we've developed a relatively tight and consistent group of CMOC members who get together over a variety of local events per year. Our group has grown significantly over the past year, which is very heartening.

A general rule of thumb in calendar order would be a school visit, the Mid Winter dinner, a picnic or cruise, and another school or aged care visit. We do this through the period Autumn to Spring as the greater car scene is a little quieter and also it gives us the opportunity to connect during the quieter, cooler months.

This year has been a typical example of this schedule as listed above. In June we had a visit to Hampstead Primary School. In July, it was the Ashburton College Ball, for which I called on four local CMOC members to donate their time and Mustangs to give the kids a ride to their formal in style! Also in July we had a great mid winter Dinner at Ashburton's MSA Restaurant. For September, it was a picnic lunch at Lakehood with clients of Idea Services including their families and caregivers. And there's another school visit in early December, to St Joseph's Primary. Our daughter attends this school so the promotion is well and truly taken care of there.

Putting these events together is usually relatively easy. Find a date, time, do a Mid Canterbury group txt, and all done! While our numbers and events are small scale compared to what our amazing CMOC committee put together for the wider club, in a small town these local events do have a big impact. It's become quite regular now to hear warm feedback on what the Mid Canterbury Mustang group did for one's child, grandmother or aunty. The iconic Ford Mustang sure has some huge appeal!

Cheers Patrick

Special thanks to Patrick for all your initiative and efforts to put these mid Canterbury events together. The sense of camaraderie amongst the CMOC members in the Ashburton area is amazing, and it's all thanks to Patrick!





... and Patrick's latest, St Joseph School visit just before Burble went to print!



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Hurunui Hotel Run, Labour Weekend

While a number of club members had travelled north to New Plymouth for the annual Mustang Convention at Labour Weekend, 33 cars turned out for a local Canterbury run to the Hurunui Hotel on a stunning Sunday morning.

The route took us north on SH1 to Greta Valley, where we turned off and followed Scargill Valley Road / Waikari Valley Road. This is a 26 km stretch of beautiful winding and undulating back-road, which joins SH7 at Waikari. From there, a short stint north to the historic Hurunui Hotel for lunch.

A few craft markets trading at the hotel added to the atmosphere of what is already a fantastic venue.

After a wonderful lunch in the sun, some chose to continue north and make the return trip via Route70 through Rotherham, and the Leader Valley, before re-joining SH1 north of Cheviot.

Huge thanks to Adam, Bettina and their staff for managing to feed and water 60+ guests within a short space of time.

Neville Hyland



Great drone pics by Marcel and Bianca Koks Thx!





Meet Kirk Lawry, new CMOC member

Hi everyone, I'm Kirk Lawry, and this is my story.....

Your Mustang: Year and Model

2016 Mustang Shelby GT 350R

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

I've always been interested in cars, being a GM man all my life. Some I have owned are a VL Walkinshaw, Greg Murphy Edition VE, '65 Impala, SLR Torana, to name a few. In May 2022, I sold my 1969 Camaro and then I was on the hunt for a replacement car and stumbled across a video on Youtube of Jay Leno's Garage. He was featuring his own 2015 GT 350R, and I said to myself, I want one of those 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?

I was fortunate to purchase my Shelby in Christchurch in June. It is No 306 of 500 built and is one of only 2 yellow ones built in 2016. The flat plane crank engine, the 6 speed manual gearbox and the massive big brakes are features that I enjoy on the track on club days. This vehicle is one of the best handling cars I have ever had.

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 first introduced to CMOC when I met my partner, Maree Shepherd (1965 Mustang Notchback) who is also a Member. I have been warmly welcomed, even though I was a GM boy, by other members. I have been on the Akaroa run, Southern Muster, Kustom Car Club Breakfast, and look forward other events in the future.

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 track down a, 1 of 36 built, 1965 GT 350R, as well.

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

I live in Oamaru and am a Member of the Whitestone Rodders. With relocating from Invercargill, I have left 4 day on, 4 day off shift work, at Tiwai, am now self-employed. My business is Mobile Aluminium Door & Window Repairs, which gives me better freedom for work/life balance. I am also a New Zealand Representative Archer.

Any other comments?

I am a big motorbike fan as well, owning bikes most of my life. I was a New Zealand Motorcross Champ in the early '80s. After having a broken femur, I went into road bikes. I have a 21 year old son who is also showing strong interest in motorbikes and cars. My paternal grandfather was a best friend of Burt Munro which is where my passion started.



Great to meet you Kirk, and welcome to CMOC I think we're all a little envious of your yellow GT350!



National Mustang Convention 2022 - New Plymouth

After the covid created issues of 2021, and the disappointment of the cancellation of the first ever Bay of Plenty Convention, I think we were all really looking forward to this year's Convention hosted by Taranaki Mustang Owners Club in New Plymouth. If nothing else, this was evidenced by the larger than usual CMOC turnout, with 17 members and their Mustangs travelling north, plus additional CMOC representation by Rob and Shelley (Mustang Centre sponsorship) and yours truly flying in and out due to meeting schedule demands by my new Hurunui councillor role.

It was a well organised convention, in a friendly and very accessible city ... the Mustang show venue was an easy walk from the hotel (as were the parks and gardens), the weather was fine throughout (great photo ops of the mountain!), and the shops, nightlife and beachfront walks all in easy reach. There's so much happening in New Plymouth that a partners program would have been a welcome attraction.

Saturday evening was a free and Club Captain Dennis took a great initiative of specially organising a restaurant venue for a combined dinner for the Canterbury and Southern Clubs, a great together and a chance to button down our plans for next years exciting Mainland Muster (see elsewhere in this Burble).

The Saturday Mustang Show was held at the TSB Arena, adjacent to the racecourse (almost central city!). Approx 173 Mustangs on display, almost 100 inside the Arena (judging) and the balance outside, but nearby. Within the total line up, there was a pleasing mix of classic models, covering the entire spectrum of the legendary Mustang story, right up to the minute with Ford NZ's promotional Mustang Mach E displayed at the entrance doors (in the same spot that FNZ's very first regular production RHD Mustang GT caught everyone's attention at the previous Convention back in 2015 how time flies, and models change and move on!).

The accompanying photos capture some of the many Mustangs that caught my eye, and in terms of first time ever viewing, two Mustangs really impressed me: Dave and Emma Scarle's gorgeous 1974 Mustang II Mach 1 (Waikato), and Nigel and Diane MacDonald's eyewatering 1967 Shelby GT500, first time showing for these long standing Taranaki Mustang stalwarts.

The Saturday afternoon Presidents meeting went well, with good discussion on a number of subjects. Auckland President and 2023 Convention Convenor Craig Borland gave us an enthusiastic update of their plans for next year, with the Convention venue and designated hotel being new, co-located facilities in Manukau City, a first ever location. (This information has now been forwarded as advanced advice to members of all clubs.)

The Sunday drive event was superb, a blue sky day as we circled Mt Taranaki around the coastline to Hawera for the lunch spot and inter club games (our handpicked team performed perfectly, good enough to be competitive and stretch the opposition, but clever enough to not be a winner and bearer of the cumbersome trophy!).

Sunday night's gala dinner and prizegiving lived up to the "Masquerade" theme, with all the CMOC team resplendent in matching red and black fashion accessories (thanks Andrea!). With our limited number of entries versus Taranaki and the neighbouring North Island clubs, plus the travelling distances and road conditions, our CMOC haul of trophies was always going to be a challenge, and I think we can all be very proud of the team's success:

All in all, a great Convention, well worth the trip, and a wonderful CMOC turnout and presence. See you all in Auckland 2023! Enjoy the pics, and make sure you read the separate story from Dennis covering the road trip adventures to New Plymouth..... Garry





Immediately above and below CMOC Mustangs lined up in the stadium, including our 4 award winners



CMOC Mustangs on external display, VP Ray van Hamesfeld's Penske in foreground



Waikato member Dave Scarle's rare and gorgeous 74 Mach 1, first time convention showing



Taranaki 2022:
Well done!!
CMOC Award
Winners!

| | |
|-------------------------|----------------------------|
| Ken and Rachael Pointon | 1st, 2005-2014 Convertible |
| Dave and Andrea Bannon | 2nd, 2005-2009 Coupe |
| Ashley and Sandy Smith | 3rd, 1964 - 1966 Hardtop |
| Peter and Dallas Geddes | 3rd, 2014 - 2014 Coupe |



Ashley and Sandy Smith CMOC enthusiasts of the year!

CMOC life members Ashley and Sandy Smith first attended the Taranaki Convention back in the late '80's, with the same '64 1/2 Convertible that you see in the pic at this year's Convention ... how's that for dedication service? But their enthusiasm goes much further. Not only did Ashley trailer the convertible to New Plymouth (it's a non registered, unwarranted show car), in a separate trip he drove his unrestored 64 Notchback (6 cylinder) all the way north, complete with period style surfboard the resultant pic on the Kaikoura coast is a perfect "pose"!

But the story gets better, because as you will have read on the previous page, Ashley and Sandy picked up third placing in the 64-66 Notchback class. Outstanding devotion and enthusiasm for the Mustang brand!



Eye-catching Shelby GT500 - first time on show, and a winner!

One of the great things about Conventions run by other clubs is the opportunity to see (and really be taken by) great Mustangs that you don't know about, and have never seen before. One such car that really grabbed me at Taranaki was Nigel and Diane MacDonald's drop-dead-gorgeous '67 Shelby GT500. This was the Shelby's first public experience, fresh out of its restoration from a barn find (as per the pic). The car first caught my eye when I and a few others of the CMOC team were standing on the upper floor landing looking down (also a pic), and the gloss and fit lines caught our attention. Close up, it's even better!

And of course we weren't the only ones: winner of Best Shelby 1965-70, winner of Entrant's Choice, and winner of People's Choice. I guess that's a clean sweep!

Nigel himself needs no introduction, owner of a number of classic Mustangs (all '67's) including other Shelbys, a regular attendee at South Island Conventions, and one of the very early members of Taranaki. Oh, and in his spare time he owns and races the genuine ex Red Dawson championship winning 1967 Mustang in classic and historic events all over the North Island (and occasionally at Skope I think). He's a great guy, and he featured as a chapter in Steve Holmes' book "Kiwi Mustangs". Well worth the read, especially his eye-watering collection!





Getting there is half the fun! (Convention road trip)

Eighteen cars from Canterbury went to the National Mustang Convention in New Plymouth at Labour weekend and nine cars travelled in a true Mustang convoy from Canterbury on the Wednesday before.

The first stop was a quick brunch and loo stop at Cheviot in brilliant sunshine, then back on the road for lunch at the Kekerengu Café between Kaikoura and Blenheim. It's a gem of a place with a beautiful view of the coast and great food. Don't drive past it next time you are in the area.

At Cheviot one Mustang failed to proceed – posh way of saying it wouldn't start. Luckily a quick phone call diagnosis from the nearest Ford dealer and a new battery at Kaikoura solved the issue.

The rest of us proceeded at a canter as we had a ferry to catch and had to stick to our time schedule. We arrived in good time for check in and were able to alert the staff one Mustang was still coming.

And coming it was, after a gallop from Kaikoura to Picton, arriving just in the nick of time.

On the ferry we all retired to the lounge, enjoyed the food and swapped stories with other people, some we had just met.

At Wellington we were on the road again, soon travelling up Transmission Gully in a loose convoy. What a wonderful road and a great sight, seeing Mustangs beside you, in front and behind.

Most people stayed the night around Paraparaumu and on Thursday morning we reconvened at Viv's Kitchen in Sanson and caught up with others who had travelled up earlier. The place is famous for its cream horns and has an excellent knick knack shop across the car park.

We continued in a loose convoy up SH3 through Whanganui, Waverley, Hawera and Inglewood, enjoying the Taranaki roads before reaching our destination of New Plymouth.

Thursday night we checked out the local eateries, ditto Friday with a bit of car cleaning in between. Mustangs everywhere, some up on ramps, wheels off, inner guards cleaned, re-sprayed and engine bays cleaner than operating theatres. All very social and entertaining.

Me? I went to the local DIY car wash, sprayed water and gunk all over and returned to the hotel for an hour of making the car look presentable, just in time to venture out for lunch.

We went as a group to an excellent brewery/café, returning to the hotel for a relax before the convention started in earnest that evening.

The Convention? That's another story elsewhere in Burble.

Dennis O'Brien





Classic Mustangs aren't only our past, they're our future

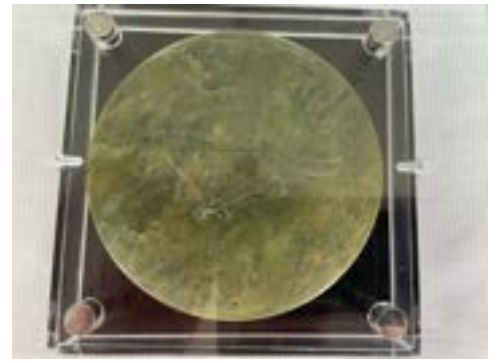
A short but important note about the importance of our "classic" Mustangs (and classic members!), continuing the theme I've outlined previously in Burble, and consistently at our CMOC Executive meetings in recent months.

As those who attended our Christmas lunch saw, we have now commissioned a special annual award trophy recognising the "Classic Mustang Member of the Year", based on the Committee's assessment of a classic member who in the last year has consistently attended a large number of events, participated with help as required, and through their friendship with others and overall involvement, demonstrated the "CMOC club spirit". Importantly, it's not a concours award, it's about being there.

As readers will have seen on earlier pages, this year's deserved, and inaugural winners, are Mike Hay and Viv Titmus.

Our trophy itself is special, and has a story. Back in 2020, as we were planning the Convention, member John and Raelene Reekers approached me with the idea of a unique greenstone carving by their daughter Monique, featuring the Mustang pony logo. We weren't able to accommodate it within the format of the Convention trophies, and we held on to it until the right opportunity came up for its best use. And we have certainly found it!

Grateful thanks to John, Raelene and Monique for their inspiration and generosity. Special mention also of CMOC member Vic Casware of A to Z Engravers, who created the special mounting for our newest award.



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CMOC at the VCC's Daffodil Rally

Sunday 21 August dawned fine and mild (after a long, cold, wet winter) for the annual Daffodil Rally for Cancer, run by the Vintage Car Club of New Zealand (VCC). There were four different start points for the Canterbury runs – Rolleston, Cashmere, Rangiora and New Brighton. All routes converged on the VCC grounds at McLeans Island, with “short” and “long” run options from each start point to cater for all types of vehicles.

About 20 Mustangs started from New Brighton at 10.30am and took the North Canterbury route via Kaiapoi and Rangiora before returning on Tram Road and the Northern Motorway. One of the great things about this rally is the way the different routes cross over each other, meaning you’ll have cars from one of the other start points travelling in the opposite direction. The sheer number of cool cars of all makes, models and eras generate so much interest from the public and residents along the route.

By the time our group arrived at McLeans Island just after noon there were already a huge number of cars there, including plenty of Mustangs which had taken some of the other routes. Time to wander among the roughly 500 cars parked up in the VCC’s amazing grounds, a leisurely lunch in the sun and home before the rain returned.

Thanks to the VCC for organising the day and to all CMOC members who turned out to help raise funds for the Cancer Society. The Canterbury runs generated about \$8500 while nationally, well over \$60,000 was raised and distributed to Cancer Society branches around the country. This was despite the shocking weather that precluded the event from taking place in some regions.

Neville Hyland





A warm welcome to our new members!

| | |
|--|--|
| Chris Farnley | White 2021 Mustang |
| Rik Fletcher (returning member) | Black/Silver 1986 GT Convertible |
| Gary Marshall and Lorraine Walker | Jet-Fighter Grey 2021 Mach 1 |
| Daniel Frater | Orange 2021 GT Fastback |
| Kevin and Sharon Pattinson | Race Red 2022 SM17 5.0L Whipple S/C 10 spd auto |
| Tony and Alice Haans | White 2002 Mustang GT |
| Roger Pickering and Victoria Ryder | White 1969 Mustang |
| Maurice and Vik Bradley | Red 2007 CS GT 4.6 Auto |
| Victoria Beattie | Red 2019 Mustang |
| Greg and Gilliam Harbrow | Orange 2018 Mustang |
| Andrew and Sonya Spencer | Blue 2011 Ford Mustang GT 5.0 V8 |
| Stew Casey | Grey 2006 Roush GT |
| Brandon Koolen | Grey 2016 GT Fastback |
| Lance Tegelaars and Leanne Willetts | Got to have it Green 2014 Mustang Premium |
| Allan and Sharon Fyfe | Vintage Burgundy 1966 Mustang |

A very warm welcome to you all as new CMOC members. We really look forward to meeting you and “talking Mustang talk” at our coming events!

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Introducing Peter and Pauline Watt - "ace organisers"

MIDWEEK RUNS

A big thank you to all for the support and encouragement for our midweek runs. What a lot of fun we have had with our practice run to the Blue Pub in Methven to see the snow up close, then our first official midweek run from Pegasus, through Rangoria, on to Waipara and then lunch at Waipara Hills Winery.

Our next run was from the Papanui Club, through the Lyttleton Tunnel, around the coast to the Governors Bay Hotel - and what a great turn out. I have to admit that the seafood chowder was the best I had had, and the weather was perfect.

Found it pretty hard to top these runs, but looking at the local paper that gets jammed in our letter box we read about the St John's Garden Fete out at Rakaia in private gardens and during school holidays. So our third run was on, and what a fabulous location and a great fundraiser for St John's - lots of stalls and great food. (From comments made, everyone packed a picnic lunch and ended up taking it home!) The bacon & egg butty - let's just say 'Awesome'. The highlight - 8 club members singing Hi Ho Silver Lining at the top of our voices, and not a drop of alcohol anywhere.

So what's next for our midweek runs? We have a couple planned.

For the fourth week in January - a 'Posh Picnic'. Ladies: A Fascinator; Men: braces and bow tie if desired.

You will need your own table & chairs, or blanket on the grass. We will again start at the Papanui Club for a 50 min drive to our destination, 'The Rusty Acre' in Mandeville.

Plans are being made for a **Valentine's Day run** on the 14th Feb 2023 to Little River Inn. This is a brand new pub opened October 2022 and is a great venue - personal inspection having been made by Pauline, Janice, Nigel, and myself on Wednesday 2nd November. What a great host Nicky is - should be a great day.

Thank you all for your support for our midweek runs

Peter and Pauline Watt



THE PETER AND PAULINE STORY

The old saying that 'you only get out of something what you put into it' has proved so true for Pauline and myself.

Our love for the Mustang came about through our friends Garry and Pauline who we met during a Mazda MX5 Club run, and arrived in Gisborne with their first Mustang, a 2017 GT stage 2. When Garry opened the door to show us the pony light on the ground, Pauline wanted one - so began our search and love of the Mustang.

We found our first Mustang on Trade Me in Auckland, and after a flight from Gisborne we were met at the airport, did our once around the car, and before you can say 'Mustang' we were on our way back to Gisborne.

A lot has happened since then, including a move to Amberley and becoming members of the Canterbury Mustang Owners Club. The friends we have made through the club and owning a Mustang have been very humbling. Pauline has a habit of seeing a Mustang parked and then searching out the owners. Cerry and Sue in Amberley, & Leslie and Lance have experienced this first-hand.

I was approached to join the Committee and asked what I would like to accomplish. My reply: midweek runs. This ambition took a back seat to my Prostate Cancer (a big thank you to Mike Dilger for support during this) but a year later and the mid-week runs are now happening.

On a recent trip to see family in Gisborne and Tauranga I was having a problem with the cabin noise in the Mustang, and pain in my ears. After a visit to an ear specialist and with ear plugs in, we made it to Hawkes Bay. I by-passed Napier our usual coffee stop, deciding instead to go to Coffee Club in Hastings. Believe this: Stephen Hill Motors were across the road with a White Mustang for sale, a 2018 model with a quiet exhaust. Short story: we swapped cars and the ear problem disappeared!

With health problems gone and a move to a smaller home in Ravenswood, we are finding more free time to do the things we love. At Labour weekend we travelled to Picton in convoy with the group heading to the Convention and met our friends Garry and Pauline Brooks from the Manawatu Mustang Club. We then went in our Mustangs to Central Otago to partake in the new release wine tasting. Garry's new 2022 Cyber Orange car had less than 1000km on the clock when he arrived in Ravenswood. They enjoyed a great week down south before heading back to Carterton.

We are heading back to the North Island over Christmas and looking forward to hosting the first mid-week run in January 2023 and catching up with our Mustang Club friends at upcoming events.

Thanks Peter and Pauline for all that you are doing for CMOC members!President Garry



New S650 Mustang model for 2023: the Dark Horse

(Source: Car and Driver magazine)

The Dark Horse is an entirely new breed of Mustang, one that shares no bloodlines with historic models. While it's based on the new seventh-generation V-8 –powered Ford Mustang GT, the Dark Horse is more badass out of the box, and it's bred for racing, with numerous standard performance features and exclusive track-focused options.

Think of the 2024 Ford Mustang Dark Horse as the love child of the outgoing Mach 1 and Shelby variants, neither of which is offered for the redesigned Stang's inaugural model year. Like the

Mach 1 before it, the Dark Horse is the most track-capable Mustang that doesn't have Shelby badging. It also inherits parts from the Shelby GT350 and GT500, most notably their lightweight carbon-fiber wheels. It's the first time Ford will offer the exotic rims on a non-Shelby Mustang, and they'll likely still cost a pretty penny when they become available later in the model year.

Like the regular Mustang GT, the Dark Horse variant is only offered with Ford's Coyote 5.0-liter V-8. Not only is this the latest generation of the engine, now featuring dual throttle bodies fed by dual air intakes, but the version in the Dark Horse is enhanced even further. It features forged internal components along with connecting rods from the GT500's 760-hp supercharged 5.2-liter Predator V-8. It produces a projected 500 horsepower, and Ford says the Dark Horse engine is the most powerful naturally aspirated 5.0-liter V-8 it has ever built. It pairs with a standard Tremec six-speed manual (GT models use a different Getrag gearbox), and the shifter has a special 3D-printed titanium knob. Ford's 10-speed automatic is the other option, and both transmissions power the rear wheels through a Torsen limited-slip diff.

Ed Krenz, Mustang chief nameplate engineer, told *Car and Driver* that Dark Horse as a brand name had been rattling around at Ford for quite some time before it was picked to christen the seventh-generation Mustang. "With the S650, we knew we were going to come out of the gate with a feature car," said Krenz.

While heritage model names such as Bosses, Bullitts, and Mach 1s were considered, one of the reasons Dark Horse was selected is because it describes the unexpected, which Krenz said played into the company's assertion that some competitors are leaving the segment while Ford—perhaps surprisingly—has introduced a brand-new Mustang.

“Looks Menacing, Is Menacing” ... Car and Driver magazine

The Dark Horse name was also inspired by the model's understated, dark design that is supposed to give off a sleeper-type vibe, according to Krenz. However, we'd argue that the Mustang Dark Horse looks too menacing to qualify as a

sleeper. Even compared with the regular GT model, which already has an aggressive mug, the Dark Horse goes a step further with a unique front end featuring bigger grille apertures and open nostrils for better cooling. Its smoked headlights and taillights also promote a racy attitude. Plus, the coupe's body is adorned with unique aero bits such as a fixed rear wing and distinctive Dark Horse badges on the front fenders and decklid. The rear bumper also boasts a prominent diffuser and quad-tipped tailpipes. The other way to identify a Dark Horse is with its exclusive Blue Ember metallic

paint (pictured here), and Ford also offers applied or painted graphics in different colors and designs.





2023 Mustang Dark Horse - continued

Every Dark Horse rides on MagnaRide adaptive dampers that buoy 19-inch wheels mounted on Pirelli P Zero PZ4 summer tires. The standard rims measure 9.5 inches wide up front and 10.0 inches wide out back, but those widths increase to 10.5 and 11.0 inches, respectively, with the optional Handling package that brings super-sticky Pirelli P Zero Trofeo RS rubber. The package also includes stiffer springs, thicker front and rear sway bars, and a rear wing with a Gurney flap for more downforce. Even without the Handling package, all Dark Horses have Brembo six-piston fixed front calipers that clamp 13.9-inch rotors.

Inside, the Dark Horse benefits from the same redesigned, tech-centric cabin that debuted on other 2024 Mustangs. That means a digitized dashboard that combines a 12.4-inch digital gauge cluster and a 13.2-inch touchscreen. The latter features the latest Sync 4 interface that has been reskinned specifically for the Mustang, and it also accepts over-the-air updates. While the interior layout and features—like the new electronic drift brake that lets novices play as Vaughn Gittin Jr.—aren't unique to the Dark Horse, its blue interior accents and glossy dark metallic trim pieces are. Ford also offers an appearance package that adds Deep Indigo Blue seats with special perforations.

Ford hasn't yet said how much the 2024 Mustang Dark Horse will cost, but we think it'll start around US\$60,000, which is a few thousand more than the current 2022 Mustang Mach 1. We expect the Dark Horse to go on sale sometime next summer.

(Car and Driver Magazine)



Mark your diaries - Mainland Muster in May at Edgewater, Wanaka

Friday May 19 - Sunday May 21. That's the dates for next years Mainland Muster with our friends from the Southern Mustang club, and this one is on us to plan! So, the Committee have looked at the map, placed a pin where we think the most desirable (and never before) location is, and made the booking!

Further details including booking arrangements, the event schedule (please note that we are working to a capacity limit for the evening functions), and pricing will be advised by email, probably concurrent with your receipt of this Burble, But if you done already know, Edgewater is one of the really superb facilities in Wanaka, lakeside, views and walks, and it can accommodate our Muster gatherings. On top of this great venue, our team are working on a fun-filled Saturday drive program. And the weather in may should be great!

Looking forward to seeing you there! watch out for the email with all the necessary details





The Mustangs that underpin the Mustang Legend

“Motor Junkie” is a great US website for enthusiasts, particularly the way in which it often lists vehicles in particular categories. This Burble story is drawn from their listing of the specific Mustangs that in their opinion underpin the Mustang legend, and why.

The 1964 1/2 Mustang

The first Mustang was so successful, it started a new class of cars they called pony cars. But better yet, it entered the history books as one of the best first-year sales of all times. Over the years, Mustang became an automotive symbol of America and one of its finest and most respected products worldwide.

So, what is the secret of the Mustang’s appeal? Well, it is easy, mix a good amount of performance with V8 engine rumble, add a touch of luxury and good looks, and pack it in an affordable package with a long list of options. Of course, don’t forget the image and the legend which was an integral part of the Mustang’s appeal since day one.



1965 Mustang 289 HiPo K Code

Although the first Mustangs looked sporty and cool, it shared modest underpinnings with the economy Falcon. Its engine lineup included mild versions of inline-six and small V8 units. The power output was nothing special and the performance was somewhat below the expectations. Ford responded with an interesting engine they called the K-Code.

The K-Code was the 289 V8 but with the milder, more street-friendly tune and 271 HP, which was more than enough for the decent performance Mustang fans asked for. Introduced in 1965 and available until 1967, the 289 HiPo was the first Mustang that ran as well as it looked, especially if you ordered it in gorgeous Fastback body style.

Shelby GT330R

Shelby started building Mustangs in 1965 as fire breathing machines that brought Ford much needed recognition and performance credentials. But, the cars that were responsible for its racing success were 34 “R” models Ford produced only in 1965. And they sold them to privateers and racing teams all over America and the world. Those cars were not street legal and were purely for racing purposes, something that they did extremely well.

The GT350 R had numerous modifications and it was lighter, faster and sharper than the regular GT350. The R version was powered by the same 289 V8 as the regular Shelby GT350 but it had close to 400 HP and numerous racing modifications. The car was light, well balanced and proved extremely fast. And, it won numerous races in America, as well as in Europe and South America.



1967 Mustang GT 390

The Mustang got its first redesign in 1967 when Ford introduced a slightly bigger and more luxurious model. The design was even better and more elegant and the options list was longer than ever. The performance lovers finally got a big block option in the form of the 390 FE V8 engine which produced 325 HP.

This was a fast and powerful car, but it was more of a Grand Tourer than a muscle car. The reason was the engine which Ford took from the Thunderbird. In the end, the 390 GT was more suited for effortless cruising than for drag racing.

1967 Shelby GT500

Over the years the Mustang had some performance versions like the GT with the 289 HiPo V8 engine or Shelby GT 350 in 1965. However, the first true performance Mustang with big block engine and respectable 0 to 60 mph times was the 1967 Shelby GT 500. Bigger and more powerful than before, the 1967 GT 500 featured a new design.

Also, Ford modified the front and rear end and added a big 427 V8 engine delivering 335 HP and 420 lb-ft of torque. But in those days, Ford was notorious for underrating the power output of their engines, so 335 HP sounded too little for the big 427. So some Mustang enthusiasts claim the real power was closer to the 400 HP range. And the performance figures backed that claim.





1969 (and 1970) Mustang Mach 1

The original Mach 1 debuted as an affordable performance version of the Mustang Sportsroof in 1969. And it featured a long list of options and three engines. The base was the 302 V8, then the 351 V8 and the top of the line model was the mighty 428 Cobra Jet. Despite the fact that Ford built over 20,000 Mach 1s in 1969, only a small number had the Cobra Jet engine.

But this was the definitive option to have. Only 428 CJ-equipped Mach 1s had true performance potential and could beat other muscle cars on the street. The 428 Cobra Jet was rated at 335 HP but everybody knew that it produced more than 400 HP.



1969 Mustang Boss 429, and '69 & '70 Boss 302's.

The mythical Mustang Boss 429 is a proper muscle car legend. Ford conceived the car in 1969 as a pure racing engine intended for use in NASCAR championships. The Boss 429 featured a totally different engine architecture than the rest of the Ford big blocks. First, the Boss 429 was much wider and had semi-Hemi combustion chambers.

And that helped it achieve higher revs and better flow inside the head. So ultimately, it produced more power and torque. Rated at 375 HP by the factory, this unit produced over 500 HP in reality and much more in race trim.

Ford decided to put this engine into the Mustang, creating a limited production Boss 429. However, NASCAR decided not to homologate it since the series only accepted intermediate and full-size cars, and the Mustang was a pony car model.

But the Boss legend is more that the 429, and NASCAR. Boss 302's dominated in TransAm road racing, especially 1970 when Parnelli Jones and George Follmer won the championship ahead of a host of Chev Camaros and Plymouths, and continue to dominate today in strong historic racing fields.



1971 Mustang Boss 351

In 1971, the Mustang received another thorough restyle that would be the final one for the first generation. And again, the car grew in size and weight, featuring a new sharper look with a much wider track. Unfortunately, the Boss 302 and Boss 429 versions were gone. But the Grande and Mach 1 stayed, albeit with lower power ratings.

However, there was one interesting model they introduced in 1971, and that was the Boss 351. Available for one year only, the '71 Mustang Boss 351 was one of the rarest Mustangs Ford produced at only 1,800.

It was powered by a highly tuned version of the 351 V8 engine with around 330 HP. It was fast, good looking and more expensive than Mach 1 version of the same model year. And today, it is a true collector's item.



1978 Mustang II King Cobra

The second generation of the Ford Mustang debuted in 1974. It was on the market for four years until 1978. Despite the fact it was the subject of so many jokes and bad press, the Mustang II was an important model. The downsizing of the whole Mustang range, economical four-cylinder engines and parts sharing with other Fords helped the Mustang survive the recession of the '70s and the death of the muscle car movement.

But there was one particularly interesting Mustang, and it was the special edition King Cobra model. Ford knew that their 5.0 V8 engine made only 140 HP in the Mustang II and the performance was slow. But they also knew that by dressing up the car, they could attract some buyers.

1988 Mustang 5.0 GTHO

The rise in power of domestic cars during the 80's brought the first real performance numbers to the Mustang range in almost 20 years. The Fox-body Mustang grew more powerful with each model year, starting from 175 HP in the 1983 model. By the late '80s, the venerable 5.0-liter V8 engine was pumping 225 HP and 300 lb-ft of torque.

And that translated to quite competent 0 to 60 mph times. This car marked a return to the Mustang's roots with a strong V8 engine and exciting performance. The late '80s Fox-body GT was popular, so they are plentiful today



....to be continued next Burble - the balance of the list of legendary Mustangs, 1990 - now



Gen 3 Supercars - the new Mustang

March 10-11 2023, and the new, much hyped, “Gen 3” burst into action at the first meeting of the 2023 Supercars Championship, at the opening round in Newcastle. It’s not far away, and for many the question will be what’s changed (and who’s going to dominate?).

Gen 3 is a clean sheet redesign, not only of the cars themselves but also the underlying racing philosophy. The only carryover mechanical parts from the current Gen 2 cars are the 6 spd transaxle, and the rear suspension architecture. Everything else is new, or at least very different.

The spaceframe chassis (a “control” feature, identical for all cars) has been totally redesigned, specifically to match the 2 door sports styling of the Mustang and Camaro, to make the race cars more consistent with their road going counterparts. (For the last 3 years, the Mustang design was heavily compromised to fit the four door Falcon and GM Holden style spaceframe, with a resultant higher than normal roof line, and a very different front end profile when viewed from the side). The result ... the Gen 3 Mustang now looks like a “proper” Mustang!

The Gen 3 engines are all new and modern generation, compared with the 1990’s era 5 litre pushrod 2V engines that have been the backbone of our racing for nearly 30 years! The Mustangs will be running the 5.4L Coyote quad cam/4V engine, while Camaro’s will run a 5.7 pushrod V8, combining a mix of LS and LT componentry. Supercars have been developing these engines for the last two years, with Mostech Race Engines (DJR supplier) for the Mustangs, and KRE Race Engines (Triple 8) for the Camaros, with two objectives: absolute parity of performance, and far longer durability and lower running costs. The expectation is 10000km race life between rebuilds (presently 4000km), and approx. 600hp versus 650.

And don’t worry, the speeds wont be slower, because extensive aero changes have resulted in less drag and downforce (140kg of downforce versus 450kg today, due to major rear wing changes and removal of the whole front undertray)). Plus the fact that Gen 3 cars are 100kg lighter.

To help control overall costs, and in pursuit of performance parity, the two engine builders mentioned above will supply the whole field.

As mentioned earlier, the Australian Holinger 6spd / Xtrac transaxle is retained; Supercars did investigate the possibility to changing to paddle shift (F1 style, for all the techno junkies, and consistency with modern road cars), but strong race fan feedback quickly convinced them to retain the status quo.

(continued on next page)





Gen 3 Supercars - the new Mustang (continued)

The other big, and very interesting change, is the deliberate move to make the cars more “lively”, moving around more under braking, more understeer mid corner, and sliding on exit under power. This has been effected by major front suspension changes (and all cars will now run the same “control” front end design and componentry), and more significantly, driver-controlled adjustable roll bar rockers have been removed, greatly reducing the driver’s ability to finetune the settings and car behaviour. (Editor’s opinion - I think that this has probably been one of Gizzy’s great strengths and competitive advantage?)

In the words of Supercars technical boss Adrian Burgess (himself the highest respected engineer with a career covering all the major teams, including DJR, Tickford, Walkinshaw and others), all these changes will create better racing, a greater spectacle, and teams becoming better at being “race teams”, not R&D testing houses searching for the next trick components. Time will tell. Roll on Newcastle!

(Story compiled and written by Editor, from various public sources)



Time warp: Mustang versus Camaro, Allan Moffat vs Bob Jane, legendary Aussie racing, 50 years ago!



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

| | | |
|---------------------------------|---|---|
| Sunday January 15 | CMOC New Year Picnic | <i>Glentunnel Domain, our usual favourite location. A great event to kick off 2023 and meet old and new CMOC friends. A must if you've not joined us before. Watch for run details</i> |
| Saturday January 21 | Cromwell Classic and Hot Rod Festival | <i>A really great show and social gathering, but accommodation can be a challenge</i> |
| Wednesday January 25 | Posh Picnic, Rusty Acre, Mandeville | <i>First mid week event of the year. Sounds intriguing! Watch emails for further details</i> |
| Sat Feb 4 / Sun Feb 5 | Skope Classic Car race meeting, Mire Pero Motorsport Park, Ruapuna | <i>One of NZ's largest and greatest classic car motorsport events. No organised CMOC presence, but well worth attending, and you're bound to see other CMOC members there!</i> |
| Tuesday February 14 | Valentines Day Run, to Little River Inn | <i>Special mid week run on a special day! The destination is a brand new venue, should be good!</i> |
| Sunday February 19 | Canterbury All Ford Day, Wigram Air Force Museum grounds | <i>Organised by CMOC on behalf of all Ford marque clubs and Ford enthusiasts. The major fund raising event for CMOC, so all hands needed to help! Watch for more info.</i> |
| Sunday February 26 | Hanmer Springs Motorfest | <i>A great car show in a great location, organised by our good friends at the Falcon and Fairlane Club. More details will be advised</i> |
| Sunday March 12 | CMOC Bowls Event, Burnside Bowling Club | <i>New, first time event ... no Mustangs or driving involved! More details closer to the date</i> |
| Tuesday March 14 | CMOC Social Night | <i>First social night for 2023. Join us at the fabulous Good Home bar, Wigram.</i> |
| Sat Mar 18 / Sun Mar 19 | Caroline Bay Rock n Hop, Timaru | <i>Great event, and always well supported by our South Canty CMOC members, and others.</i> |
| Fri Mar 31 / Sun April 2 | George Begg Festival Classic Car Racing, Teretonga | <i>A significant event, modelled on the world famous Goodwood Festival event : huge entry list, period dress, special promotions and best of all, FORD is the headline theme</i> |
| Sunday April 2 | Mustang Drag Races, Ruapuna | <i>Hosted by Pegasus Rod and Custom Club. More detail closer to the event. A chance to test the stop watch! First time for CMOC for very many years</i> |
| Tuesday April 11 | CMOC Social Night | <i>Good Home, Wigram</i> |
| Sunday April 16 | World Mustang Day! Special celebration event TBA | <i>Our traditional and special event to mark the birthday of the Mustang legend. Early thinking is a big display and get-together at the brand new Avon City Ford facilities, Sockburn, subject to construction completion.</i> |
| Tuesday May 9 | CMOC Social Night | <i>Good Home, Wigram</i> |
| Fri May 19 - Sun May 21 | Mainland Muster, Wanaka | <i>See elsewhere in this Burble for advance details</i> |
| First Sunday every month | Kustoms Car Club breakfast meet, McLeans Island Rd | <i>Great social occasion. Always many CMOC members and Mustangs present</i> |

Check emails and CMOC website for more details on these events as planning progresses. Watch for more events to be added!



Postscript: Clips that have caught the Editor's eye.



In previous issues of Burble, I've commented positively about the fact that Ford global chief, President and CEO Jim Farley is an active and passionate performance fan and active competitor in historic racing. Here he is in the pit lane at the Goodwood Revival in the UK last September, with drop-in visitors and fellow racers Cam Waters and Jake Kostecki from the Tickford Supercars team. I don't think you'll find similar photos of the CEO's of other major auto companies! It sure beats the boardroom! And you can see why Ford still develop and manufacture cars like the new Mustang Dark Horse, because the President lives and breathes Ford Performance, V8's and all the things we believe in!

Editor's Thanks

Thanks to Club Captain Dennis O'Brien, Committee Member Neville Hyl;and, Peter and Pauline Watt, Placemakers senior manager (and CMOC member) Alan Howe, Fleur and Chris Bakker, and Kirk Lawry for their contributions to this December Burble .

Photographs

Unless otherwise noted, all images are sourced from platforms and sources freely available to the public through various digital sources. Specific sources are noted as applicable. A special note of thanks to CMOC member Andrew Lange and Dennis O'Brien for their support with pics of CMOC events.

Disclaimer

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