

Burble Newsletter

January - February 2024

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From the Editor

Welcome to the January-February 2024 issue of the Burble Newsletter. Here we are two months into 2024 already, before long we will be counting the shopping days until Christmas. It has been a busy two months, I try to get to most events but it is not always possible and I have a big thank you to those members who have helped with articles and photos.

The FoMC have completed their final report and an the executive summary makes interesting reading.

Please note two important dates, the National Convention and the Southern Muster. Flyers for both events are contained in this newsletter.

Regards
Brian Mills



A message from the President

Greetings fellow Mustang owners and a big warm welcome to all.

The year has started out busy as ever with the New Year's picnic, Cromwell show, All Ford Day, mid week run and social night already in the bag. This year will be a chance to meet up with new members and reacquaint with longer serving members. There's a lot on the agenda this year with Setting up a subcommittee for the looming 2027 convention. It may sound like it's far away but time goes quickly and we have to pre book our accommodation, car show venue and Sunday evening venue. More to follow on this later.

I heard from the powers to be that the 2024 mustang will be delayed in arriving on the show room floors due to exporting out of the USA. I believe it will be closer to September before the first models will arrive. I wait with baited breath.

I have had quite a lot of feedback regarding the Year Book and so far have been very positive. A couple of members also have commented on a few issues which will be corrected in the 2025 Year Book. Always looking for positive and creative feedback, so please let us know your ideas and opinions.

The All Ford Day was in my opinion a successful day and we were able to rebuild the bank balance to allow for more subsidised events and outings. So I extend to all the committee and

the many volunteers/helpers on the weeks leading up to the big day and on the day a hearty thankyou for all your enthusiasm and hard work. I also like to thank all of the sponsors, club members who gave generously for the raffles, donations of product and prizes. I felt a bit nervous with the mic in hand but I hope I fulfilled my duties to everyone's expectations. I had one club member from Cortina club say that it was one of the best years to date. The Southern Cross Irish Dancers were absolutely a delight to see and a talented bunch of young kids to boot. Thanks to Peggy Dilger for organising the dancers.

Our next committee meeting will be on the 19th March and as always we will have a new itinerary of events to be discussed and ultimately sent out via Friendly Manager so you can plan your next favourite gathering.

Unfortunately we have had a couple of committee members resign from their positions due to personal reasons which I'm sure will come to light eventually, so we will be looking for club members to fill these positions. I will send an email out to all club members at a later date with more information regarding this.

Look forward to catching up with many of you as the year progresses

Best regards

Ray van Hamelsveld



A word from the Club Captain

The Silly Season

It applies to car clubs too. Everyone crams as many events as possible into the summer months and their dates are locked in year to year. Hardly a week goes by without something happening in the car scene.

Add life, holidays, home and family and those golden days of summer are gone in a flash.

We have held our New Year's Picnic, two mid-week runs, a Social Night, the All Ford Day and pre-All Ford Day car run. You have also received the club Yearbook, another first and fabulous effort all in "The Silly Season" since New Year. If you want something to happen, ask a busy person. I have asked and every one of them has delivered in spades.

What's next? The short answer is plenty, with everything from Mustang Drag Races, club runs, social nights, special events and trips away. Hopefully there is something to appeal to everyone.

As a club we have a social conscience and support worthy causes where we can. Big Brothers Big Sisters of Christchurch, a mentoring organisation for youth, and the Air Force Museum of New Zealand are both receiving donations from

our club proceeds raised at the All Ford Day.

I received this rather humorous message recently. Many of you may have seen it but a lot of you won't have, so I've included it for you. I hope it makes you smile.

Imagine we lived in a world where all cars were EV's and then along comes a new invention, the "Internal Combustion Engine"! Think how well they would sell: A vehicle half the weight, half the price that will almost quarter the damage done to the road. A vehicle that can be refuelled in 1/10th of the time and has a range of up to 4 times the distance in all weather conditions. It does not rely on the environmentally damaging use of non-renewable rare earth elements to power it, and uses far less steel and other materials.

Just think how excited people would be for such technology, it would sell like hot cakes!

Keep on motoring in whatever form takes your fancy.

Dennis O'Brien
Club Captain
021 187 8488



Upcoming Events 2024

- March** **Tues 12th March**, Social Night, Speights Ale House, Tower Junction
Fri 15th – Sun 17th March, Caroline Bay Rock and Hop
Wed 20th March, Track Day with Christchurch Trackdays, Ruapuna
Wed 20th – Sun 24th March, Beach Hop, Whangamata
- April** **Sun 7th April**, Mustang Drag Racing with Pegasus Bay Drag Club
Tues 9th April, Social Night, Speights Ale House, Tower Junction
Sun 14th April, World Mustang Day
Fri 19th – Sun 21st April, V8 Supercars, Taupo
Sun 28th April, Old Skool Kool – Classic Car Festival, Ruapuna
- May** **Tues 14th May**, Social Night, Speights Ale House, Tower Junction
Fri 17th – Sun 19th May, Southern Muster, Omarama
- First Sunday of every month**, Petrolhead Breakfasts Kustom Car Club grounds, McLeans Island Road.

This is a list of known events planned by our club and also major events organised by others that may appeal to our members. Other events may be added and there may be changes to planned events.

Updated and full event details are on our Club website under EVENTS and will be emailed to members near the event times.

Dennis O'Brien
Club Captain
021 187 8488



New Members November 2023-February 2024

Dennis Bird	2023 Blue GT 450 hp 10 speed V8
Trevor McCallum and Maria Obrien	2018 Dark Metallic Grey GT Fastback
Geoff and Cheryl Cameron	2017 Grey Mustang GT
Grant and Marg Matheson	1994 Green GT Convertible 5.0L Auto
Darren and Wendy Potts (re-joined)	2016 Magnetic GT Fastback 5.0 Super charged Manual
Garry and Pauline Brooks	2022 Cyber Orange GT 5L Auto
Marty Kennedy and Amanda Banks	2019 Red GT 5.0L Auto
Bruce and Denise Spencer	2020 Magnetic 5.0 L Fastback
Dave and Sharyn Busch (re-joined)	1969 Red Mach 1 351 Auto and 1968 Pink Convertible 289 Auto
Rick and Gloria Hinchliffe	2016 Yellow Fastback 5.0L V8
Dave McKenzie (re-joined)	1969 Black Jade Mach 1 428 CJ C6



Bruce & Denise Spencer



Trevor McCallum



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The 2024 Ford Mustang GT hasn't changed much and that's a good thing. (by Brian Silvestro)



The pony car segment is evaporating in front of our eyes. The Chevy Camaro is ending production next year, with no direct replacement planned. The Dodge Challenger, the best-selling muscle car of 2022, is about to die to make way for an all-electric replacement. That leaves just one front-engine American sports car remaining: the Ford Mustang.

Instead of shifting the Mustang to a totally new platform and going all-electric, Ford decided to stay the course with the seventh generation of its most iconic vehicle. The 2024 Mustang has the same proportions and the same engine options as the last-gen car. There isn't a hybrid model on the trim list. At first glance, you might even think some of the body mouldings are the same as before. The S650 Mustang feels like more of a refresh than something totally new, both in its looks and how it drives. In this case, that's absolutely a good thing.

We won't go as far as to say Ford played it safe with the 2024 Mustang's styling, but the design is clearly an evolution rather than

something clean-sheet. The fascia and body lines are sharper than before, but this car is instantly recognizable as a Mustang. The biggest change comes out back, where the boot and tail light area now sports a concave design, a shout-out to the 1967 Mustang fastback. The car feels honed and modern without straying too far from the public's perception of what a Mustang should look like. Far more has changed inside. The analogue gauges are gone, replaced by a fully digital cluster measuring 12.4 inches across. Swap through any of the six drive modes and you're greeted to a cool animation of a Mustang that corresponds to the mode you've selected. There are also five different cluster themes that include Normal, Sport, Track, and Calm, which minimizes the display to show only the most important functions. There's also a Fox Body-themed cluster that mirrors what you'd see on a Mustang from 1987 to 1993, which is cool as hell.

The digitization expands to the centre-mounted touchscreen, now a 13.2-inch behemoth that contains everything from entertainment to climate control. Virtually all of the conventional buttons on the dash, save for a select few im-

The 2024 Ford Mustang GT hasn't changed much and that's a good thing. (by Brian Silvestro)

portant switches, have been stuffed into the screen, meaning you'll have to adjust things like the radio station or fan speed with a few taps. It's more bothersome than a simple switch, but at least SYNC 4.0 is responsive and simple to learn. Chances are you'll be using Apple CarPlay most of the time, anyway. And connecting is seamless.

The V-8-powered GT model remains the heart of the range. The 5.0-liter Coyote motor now makes 486 hp and 418 lb-ft of torque thanks to a new dual throttle-body setup with separate intakes, along with a new left-side exhaust header that promotes better flow. There's also dual injection and forged connecting rods. In a world of turbos, the smooth, immediate delivery from the naturally aspirated eight-pot is supremely refreshing. Big torque is available down near idle, making low-speed travel and commuting easy. The real fun happens near the 7500-rpm redline, as it's there where all the power can be found. Unlike a push-rod engine, there's no dead spot near the top of the rev range—the louder the noise, the more power you have. Thank the dual-overhead cams and variable cam timing.

Thankfully you can still pair the 5.0 to a six-speed manual transmission. It's the same

Getrag MT82 found in the last Mustang, and feels the same, too. Shifter feel isn't anything to write home about, but the shift action is short and easy, while the clutch is light and feelsome. The gearing feels just as long as it does in the 2018+ Mustang, tuned for efficiency rather than outright acceleration. That means second gear reaches into the mid-110kph range, resulting in law-breaking runs to redline on most roads.

This is usually the part of the review where I dismiss the 10-speed auto and tell you to get the manual if you're physically able to drive stick. But I can't do that, since the 10-speed is actually good now. The steering wheel-mounted paddles respond well to commands, giving crisp downshifts on deceleration where the prior version of this 'box would fumble and lag. It's not eight-speed ZF good, but the differences are slim enough to where most drivers won't notice. Pop the GT into sport or track mode, and the transmission will react to braking and steering inputs to feed you the correct gear. It's clear a lot of time was spent dialling in the software—sensible considering 73 percent of all V-8-powered 2024 Mustang orders so far have been spec'd with the auto. Instead of neutering the experience, the 10-speed allows for legitimate fun for more people. And we're all for that.



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Notice re the 2024 Annual Mustang Convention



IMPORTANT NOTICE TO ALL CLUBS.

DUE TO UNFORESEEN CIRCUMSTANCES THE 2024 ANNUAL MUSTANG CONVENTION TO BE HELD IN INVERCARGILL IS SUBJECT TO A DATE CHANGE.

THIS WILL BRING THE EVENT FORWARD FROM LABOUR WEEKEND TO THE WEEKEND PREVIOUS.

NEW DATES:

FRIDAY 18TH TO MONDAY 21ST OCTOBER 2024.

WORK IS WELL UNDERWAY TO ENSURE THIS WILL BE ANOTHER MEMORABLE EVENT IN THE DEEP SOUTH.

APOLOGIES FOR ANY DISRUPTIONS THESE REVISED DATES MAY CAUSE. WE LOOK FORWARD TO SEEING YOU ALL HERE OCTOBER 2024.



MAINLAND MUSTER 2024

Omarama 17 – 19 May 2024

Happy New Year to all members of the Southern Mustang and Canterbury Mustang Owners Clubs.

2024 is a big year for the Mustang and the Southern Mustang Club as we have the Mustang's 60th Anniversary on April 17 and the Mustang Convention in Invercargill on October 18-21. To top it off it's the Southern Mustang Club's turn to arrange this year's Mainland Muster and we have been putting things in place since the end of the last Muster in 2023.

To register for this year's Southern Muster please complete the attached entry form and email it back to Bob King at bob302@gmail.com before the 31st of March 2024 when entries close.

We have booked the Distinction Heritage Gateway Hotel at Omarama as the venue for the weekend of May 17th - 19th 2024.

This email is going to both clubs at the same time to give everyone an equal opportunity to book their accommodation. We have the entire Hotel complex reserved for the Muster with a special flat rate of \$155 per room/night. Book early to get the room you want.

The Hotel Restaurant has a maximum capacity of 120 people, so that's the limit for meals/auctions. Accommodation is not limited, so you may take part in the weekend if you wish without attending the evening meals/auctions, but you will miss out on a lot of the fun.

Please phone or email Distinction Heritage Gateway Hotel Omarama directly and reference Southern Mustang Club to get the \$155/night rate.

**Reservations Team | Distinction Heritage Gateway Hotel | Ph: 03 4389 805 |
email : reservations@distinctionomarama.co.nz**

All accommodation and meal costs are to be paid directly to the Distinction Heritage Gateway Hotel.

Buffet Dinner (Fri & Sat)	\$57.00 pp/night	<i>(Please indicate on your registration form which meals you will be having.)</i>
Buffet Breakfast (Sat & Sun)	\$33.00 pp/day	

Saturday Lunch will be in Kurow. We've arranged for the **Waitaki Braids** cafe to close and feed & water us in their function venue. Details below:



WAITAKI BRAIDS

Quiches both meat or salmon and vegetarian, Green salad, A red salad (tomatoes, capsicums, beetroot etc), Potato wedges, & Rolls.
A selection of slices and Tea and coffee.
Price \$40pp Payment arrangements to be confirmed.

Further details of the weekend schedule, and the theme for the Saturday night costume dinner, will be released in the next few weeks. Format will be as for previous Musters, so no big surprises. 😊

Southern Mustang Club Event Indemnity: By participating in any event the owner, the driver, the passengers of all vehicles, indemnify all liability of the Organizers, for any accident, theft, damage or injury that may occur to vehicles, property, occupants, or public while partaking in the event(s). This also applies to the general public.

MAINLAND MUSTER 2024

2024 Southern Muster Entry Form

Entrant's Name/s:	
Club:	
Your email address:	
Cell Ph Number: (just in case we need to ring you)	
Your Mustang Year of manufacture:	
Your Mustang model:	(GT, Mach 1, Fastback, Notchback, etc.)
Rego Number:	
No. attending Friday Dinner: \$57 per person	
No. attending Saturday Breakfast: \$33 per person	
No. attending Saturday Lunch: \$40 per person	
No. attending Saturday Dinner: \$57 per person	
No. attending Sunday Breakfast: \$33 per person	
Please advise any special dietary requirements:	Name and requirement (vegetarian, celiac, nut allergy etc)
	NOTE: All meal costs to be paid directly to the providers. They will have a list of all attendees for each meal. You will need to have your name checked off before being seated.

Please complete your Registration form and email back to Bob King at bob302@gmail.com before 31st March 2024.



Protecting our heritage into the future

THE NEW ZEALAND HISTORIC AND CLASSIC VEHICLE SURVEY 2024
EXECUTIVE SUMMARY FOR FoMC MEMBER CLUBS,
THEIR CLUB MEMBERS, AND THE PUBLIC

Who is the FoMC?

The NZ Federation of Motoring Clubs was founded in 1994 by a group of motoring enthusiasts across 31 clubs with wide ranging interests and all focused on the preservation of their vehicles and the right to use them without undue restrictions. From this beginning, the FoMC has grown substantially, today being an incorporated society with over 149 member clubs covering sectors ranging from vintage and veteran vehicles, classics and modern classics, hot rods and custom vehicles, historic and classic motorcycles, vintage trucks, tractors and other agricultural machinery, military vehicles, and the Motorhome and Caravan Association. Within the 149 member clubs the Vintage Car Club of NZ, and the NZ Hot Rod Association are single clubs, with many branches and associated clubs respectively who are not counted in the 149 above.

Many aspects of the NZ Federation of Motoring Club activities follow the similar work of the UK Federation of British Historic Vehicle Clubs, particularly the need to provide Government and official agencies with considered and well-presented viewpoints representing our members across all sectors (our NZ Federation has a much wider scope than the UK organisation).

The NZ Federation is totally committed to three primary objectives, beyond the Survey itself:

1. Protecting and promoting the heritage values of our members' vehicles
2. Broaden NZ's understanding and appreciation of our automotive history and the enjoyment that these vehicles bring to so many
3. Advocate for the social and economic contribution made by the owners, businesses and enthusiasts the we represent.

The NZ Historic and Classic Vehicle Survey

Prompted by the pioneering work of the UK Federation and their very well accepted UK Historic Vehicle Survey (five surveys over the last 20 years), the NZ Federation made the decision more than three years ago to undertake such research here in NZ, but those plans were put on hold due to Covid-19 issues and disruptions. In July 2022, the FoMC Executive made the decision to proceed with the Survey, based on similar and proven grounds to the UK Survey, but recognising that the NZ version would be even more challenging, covering so many more sectors than just "historic" vehicles as in the UK Survey. A Project Team comprising Executive members Michael Anderson (Project Director), Chris Dyer and Garry Jackson was assembled.

Four objectives were defined for the NZ Historic and Classic Vehicle Survey itself:

1. Identify and quantify social, economic and general data across the full range of historic and classic vehicle sectors and groups here in NZ.
2. Based on the Survey's expected outcomes, share this knowledge widely and publicly to broaden NZ's understanding of the sector, and to enhance public interest and respect for historic and classic vehicle owners.
3. Provide FoMC with a credible platform and strength in all future discussions and submissions with Government, their regulatory authorities and agencies, and other parties.
4. Create impetus for further growth of the FoMC and its member clubs, and to stimulate recognition and strengthening of the heritage values that these vehicles and their owners represent.

The Scale of the 2023 NZ Historic and Classic Vehicle Survey

The Project Brief for the Survey was developed by the Project Team, using the UK Survey (and contacts with the UK Federation) as a guide. The Brief was presented to three leading NZ research companies, with Glasshouse Consulting Ltd (one of NZ's leading research specialists and with extensive automotive experience) being the successful bidder.

The project itself required approximately four months of detailed planning to design the seven separate survey questionnaires covering the seven specific respondent groups that were to be targeted. In-field research took place over six weeks from mid-June to the end of July 2023 (it had been delayed by the after-effects of Cyclone Gabrielle)

No less than 15,500 individual survey responses were received, some of these extending to more than 50 questions and individual data inputs.

Communication of the Survey in full spans two separate phases: the first phase in September 2023, identified as the Preliminary Report, was the initial "launch" of the headline results and outcomes; the second phase is this "Final Report" (February 2024), detailing the full results in the NZ Historic and Classic Vehicle Survey Final Report, covering all key questions sector by sector.

NZ Historic and Classic Vehicle Survey Headline Outcomes

The Survey has estimated the total historic and classic sector to be approximately 370,000 vehicles, comprising cars, historic trucks, hot rods, historic and classic motorcycles, vintage tractors, steam engines and other agricultural equipment, and historic military vehicles. This is an updated number from the Preliminary Report (280,000) following deeper analysis of detailed NZTA registration records, together with higher estimates of the number of vehicles owned by owners and households, based on extended analysis of club records, interviews with club members, and research covering the NZ public at large.

Not unexpectedly, the Survey quantified that historic and classic vehicles are used much less frequently than the rest of the NZ vehicle fleet, covering only 3,700km per year on average for those vehicles in regular use. Also, it's not unexpected that even though the annual distances are low, NZ's enthusiasts pamper their vehicles to an extent that will surprise non owners. The research across the FoMC members quantified an annual spend of \$6,355 per annum per vehicle covering registration, insurance, fuel and consumables, routine maintenance and servicing and travel to events and other club activities. Interestingly, due to the incidence of multiples vehicle being owned by a single owner, this expense averaged between \$17,000 and \$22,000 per owner, across those owners with historic and classic cars.

As indicated earlier, understanding the total economic footprint of the historic and classic vehicle sectors is one of the overarching objectives of the Survey, and we've determined a total annual spend exceeding \$1.5 billion across the owners, covering their running expenses, maintenance and servicing, restoration costs, and activity expenses in pursuit of their passions.

But the total economic footprint is more than just the expenses. The Survey drilled into the total personal investment by Federation members into the vehicles they own and extended these learnings appropriately across non Federation members. This approach was then applied to the public museums and private collections that are such an important part of the total sector (and NZ's lifestyle).

Beyond just the money, jobs and employees are also a vital part of the economic footprint. The Survey has estimated conservatively that the associated businesses, specialist trades and services that directly support the historic and classic sectors employ more than 5,200 workers nationally in specialist companies and trades. This number excludes the nationwide chain stores who dominate the market for lubricants, car-care and accessories.

Collectively, all these ownership and investment figures, together with annual expenses of the owners of these the vehicles themselves, travel and accommodation costs to attend events and rallies (both owners, and also all New Zealanders), and employment in specialist businesses, totalled a staggering \$16.5 Billion, reflecting the depth of analysis in the 149 page Final Report. Quite simply, the historic and classic vehicle sectors across NZ, both within the Federation and the NZ public at large, represent a substantial part of NZ's economy far exceeding all expectations.

Beyond these historic and classic headlines, the NZ Federation of Motoring Clubs also includes the NZ Motorhome and Caravan Association, a founding member of the FoMC. We included the MCA members in this survey, and the research has confirmed the substantial contribution to the NZ economy from this additional sector, with an estimated annual spend of \$468 million on their servicing expenses and travel costs on their journeys. (This figure does not include caravan or motorhome replacements, nor the value of their existing vehicles.)

It's important that the Federation's Survey doesn't just focus on the historic and classic vehicle enthusiasts, and the dollars and cents themselves. The Survey itself was designed to also determine and probe the views of the wider New Zealand population, and two particularly surprising statistics emerged from this research. Firstly, no less than 71% of NZ's adult population see historic and classic vehicles as part of our national heritage, and worthy of all the associated support and recognition that this heritage value deserves. Secondly, the historic and classic sector is not seen as just a bygone feature – no less than a quarter of all New Zealanders (26%) indicated that they would actually like to own a historic or classic car today, should the circumstances become available for them!

Conclusion

In conclusion, the NZ Federation of Motoring Clubs believes that these headline outcomes for NZ's first ever historic and classic vehicle research confirm not only that the sectors are in very good heart, but that the social and economic impact that the sectors represent for all of New Zealand exceeds all expectations. In these times of challenge, change and uncertainty, the historic and classic sectors make a substantial contribution to our collective lifestyle and enjoyment, and our economy. The Federation is pleased to have been able to bring this story to life. We'll certainly be using this data in our discussion and advocacy with Government and its agencies, and the media, at every opportunity on our collective behalf.

For further information or discussion

Garry Jackson
President, NZ Federation of Motoring Clubs Inc.
Email: garry.jackson@fomc.nz
Phone: 027 485 5335



In this Christmas 2023 edition we wrap up the year with a column from our new President on the year's successes and a glimpse at challenges ahead. Our past President offers thoughts on the new Government's transport plans; we update you on negotiations to improve WoF/CoF rules for members; there's more guidance on how to prepare for changes under the Incorporated Societies Act 2022; and an update on the FoMC's financial position. We close with news of biofuel for classic cars on sale in the UK and a preview of what our first newsletter in 2024 will cover. So buckle up and enjoy the journey!



President's Patter

Garry Jackson, FoMC President

Season's greetings everyone. As the Federation's newly elected President, it certainly has been a whirlwind five months since the FoMC AGM in June.

Much of my time has been dedicated to the announcement of the preliminary results of the NZ Historic and Classic Vehicle Survey in September. From all reports and feedback, I think the Federation has really grabbed the headlines with the key research results, including the gigantic \$11.4 billion economic footprint statistic! And just as importantly, the fact that over 70% of New Zealanders believe that historic and classic vehicles have a special place in their hearts, and deserve higher levels of heritage recognition and protection. The Survey's full report covering detailed findings and research outcomes is due soon, so please watch out for further news from us on this.

In the meantime, our membership continues to grow with a further 14 clubs joining the FoMC since June. A special welcome to those new clubs!

As President, one of my priority objectives is to guide the Federation to be ready for the challenges ahead in our rapidly changing world. Last month I hosted and facilitated a two-day workshop for our Executive team, refining our vision and key objectives for the next 3-5 years, and building the workplans to get us there. A great but challenging task, but we're up for it, and you'll hear more of those goals and plans in the months ahead. And we have a new government to get to know and work with.

The months ahead look a little busy! But I'm looking forward to the road ahead and our future successes.

Best wishes for the festive season to you all.

Garry



FoMC President Garry Jackson at the Autohaven Museum Collection, Christchurch.

What changes might the new Government bring?



Immediate past President of the FoMC
Hon Harry Duynhoven.

We tap into the knowledge of Past President, Hon Harry Duynhoven, for an explanation of the actual process of what happens when a government changes and what decisions are likely to change or stay in place.

It is difficult to determine what transport policies our new government might implement as with a 3-party coalition there are many possible combinations of policies. Although at the time of writing there is no new Government Policy Statement on Transport yet released, from reading of the various pre-election statements it is possible to make a few predictions (whether accurate or not, only time and the performance of the coalition government will tell).

It seems the agenda won't change too much in terms of road maintenance and safety, but priority and emphasis are likely to. The pre-election rhetoric on potholes was loud and climate damage to large sections of roading will take a lot of money and time to rectify. Despite huge increases in road funding over the past 5 years, the overall condition of many roads has not improved. The damage done by the decision a decade ago to cut road maintenance funding, and at the same time massively increase truck weights, has resulted in real deterioration.

So therefore, with the now obvious difficulty in funding all the coalition government initiatives (and promised tax cuts), it appears that there will be a few programmes put on hold or cancelled. Walking and cycling initiatives, some urban upgrades, light rail projects, and other really expensive and not yet committed developments are already being cut. In recent days the previous government's ferry upgrades have been cancelled to investigate cheaper options. Meanwhile, it remains to be seen what investment continues in rail freight. Long-distance rail is vastly more efficient and has less emissions, so should result in less long-distance trucking. But alternatively, will we see even heavier trucks on our roads? Some in the transport industry are already quietly talking about this and the last National government was quick to initiate this measure. Perhaps we'll see the Police's Commercial Vehicle Safety Team benefit from new technology upgrades such as automated "in motion" weighing.

We've heard already that the incentives for EVs and hybrids are to be removed and the extra levies for high emission new entrants to the fleet will also now be removed (popularly known as the Ute Tax). From 1 April, EVs are expected to start paying their share of costs to use the roads by joining the RUC system. One area of technology that may debut in the next few years is electronic monitoring of all vehicles at all times and in all places (where, when, and potentially speed too) so that accurate road pricing and congestion charging mechanisms can be developed, ultimately aimed at replacing the current RUC system and fuel excise duty. It will be interesting to see when and how this technology is rolled out nationwide.

One initiative making a return is the idea of Roads of National Significance. There are certainly places where these projects are needed to improve road safety and congestion. Meanwhile, I expect we won't be hearing quite so much about the Road to Zero-type safety approach in the coming years.

As a long-ago former minister, I am well aware that there can be a big delay between good ideas and their implementation, so I hope that good ideas are not held up by officialdom. I wish the new Transport Minister, Hon Simeon Brown, every success in sorting the competing priorities of safety, convenience, efficiency, emissions and cost. One thing is sure, transport is always vastly more difficult, costly and complicated than many commentators will admit.



Negotiations continue on proposals to improve Wof & CoF rules



Harry Duynhoven & Peter Thompson

Proposed 12-month Wof's for classic and vintage cars - where are we at now?



The long running saga of the FoMC's efforts to establish an agreement with Waka Kotahi/NZTA for the exemption from 6 monthly Wof's for suitable FoMC club members' vehicles continues.

Since the then Minister of Transport (Hon) Michael Wood's agreement with us that suitable classic and vintage vehicles that are: (1) in very good well maintained condition, (2) owned by enthusiasts belonging to member clubs, and (3) travelling fewer than 5,000 km per year, should be eligible for a 12 month Wof, we have (as he directed) continued to work with officials on how this can be implemented.

This has not been an easy task, and on three occasions we were confident of agreed positions being put to the Director of Land Transport for approval. With several changes of personnel and three Directors serving in that time, although much has been agreed, we are not yet "over the line".

The new Director of Transport is willing to meet with an FoMC delegation early next year and we hope to resolve any remaining concerns. At present we are awaiting confirmation of a meeting appointment.

Proposed 12-month CoFs for larger vehicles - also still in negotiation



Federation member, the NZ Motor Caravan Association, has had several issues to deal with of late.

The NZMCA continues to advocate for a review of rules associated with 6 monthly inspections of motorhomes over 3,500 kgs requiring a CoF. They want the timeframe between inspections extended if vehicles meet certain criteria. But due to internal changes within Waka Kotahi and the change of government, little progress has been made with their negotiations. Hopefully this might be about to change!

B-pillar remedy for 2006-2018 Sprinters & Crafters

Of some concern over the last 12 months is the discovery of cracks in the B pillars of Mercedes Benz Sprinters and VW Crafters, which share the same body shell, built between 2006-2018. Ongoing research has led to modifications to the B pillar of later models and the introduction of strengthening plates by Mercedes to be retrofitted to affected models. This requires the stripping of the cab interior around the pillar and a process, now approved by Mercedes and Waka Kotahi/NZTA, to install the strengthening "doubler" plates. NZMCA is recommending owners contacting the body manufacturers to arrange the repair and upgrade.

Incorporated Societies Act 2022 Working Group Update



Tony Bartlett & David Raven

Incorporated Societies Act 2022

The FoMC Incorporated Societies Working Group has attended several free online webinars that have been prepared by Steven Moe at Parry Field Lawyers in Christchurch.

Steven presented at this year's FoMC AGM on the new Act. Parry Field have an information hub on the new Act, which can be found on the following website: [Incorporated Societies Act 2022: Information Hub - Parry Field Lawyers](#)

From these webinars, we would suggest the following approach for Clubs:

- Go to the [Information Hub](#) and watch the webinars.
- Don't panic! Clubs have until April 2026 to get their Society registered under the new Act. This allows time to have constitutional changes ratified through AGMs or SGMs, as the situation may be. However, a particularly worthwhile start on preparation is for clubs to review current amendment procedures for their constitutions (rules). Some clubs have straightforward rules on making changes to their constitutions, whereas some may benefit from updating the timelines for managing amendments, particularly to facilitate the current re-registration task. For many clubs, the opportunity should probably be taken in the current financial year to consider addressing changes to voting methods if necessary so that electronic, online voting methods can largely be used where membership-wide voting is specified in the rules.
- It is becoming clear that the new Act is much more detailed than the previous Act and puts more responsibility on each Club Executive (Committee) regarding club records, membership lists, data security, annual reporting and requirements for managing "breaches of discipline". Clubs need to have a methodical and deliberate plan in place to enable the changes to be implemented without disruption.
- The FoMC will be engaging Steven Moe to prepare a short questionnaire that clubs can run through to decide if they should remain an Incorporated Society under the new Act. This will be especially important for the smaller clubs, which are a significant proportion of our member clubs. Note that the FoMC accommodates the involvement and participation of non-incorporated clubs and will be reviewing its provisions in this regard.
- The FoMC is currently investigating insurance implications with associated experts. We're aiming to have information to share with you related to insurance issues ready by March 2024.



Update on the FoMC's financial position

David Raven

The FoMC is grateful for the donations to the recent survey, the results of which will help us in our dealings with government departments and Ministers.

The survey cost over \$70k to undertake, the majority of which was provided by the member clubs, plus we used the term deposit to fund the remainder.

We recently had a Strategic Workshop for the FoMC Committee & Executive to further develop the strategy needed as we forge ahead with keeping our classic vehicles on the road and the attendant lifestyle that accompanies this. The current financial position of the FoMC is stable, but funds will be needed to cover meetings with Ministers. Plus, we have the requirement to provide the most appropriate information to the clubs for the new Incorporated Societies Act. We therefore need to look at subscription rates, and all options will be considered over the coming months in preparation for tabling at the next AGM.

OVERSEAS NEWS - biofuel for classic vehicles on sale in UK



Mark Stockdale

The UK has launched the world's first sustainable fuel for classic vehicles.

The UK's first publicly available sustainable petrol went on sale in June, designed specifically for classic vehicles. The SUSTAIN Classic range allows motorists to fuel their vintage and classic vehicles with plant-based petrol, without any modifications to their engines, with three grades of fuel initially available (33%, 50% and 80% renewable content). The grade with the highest sustainable content promises a reduction of at least 65% in greenhouse gas emissions when compared to fossil fuels.

The sustainable petrol uses advanced second-generation biofuel manufactured from agricultural waste, such as straw, by-products or waste from crops which wouldn't be used for consumption. By doing so, the fuel utilises the CO₂ that already exists in the atmosphere, which the plants absorb as they grow, recycling it, rather than releasing additional CO₂ that is currently locked underground in fossil fuel.

With an octane number over 98, and bioethanol content under 1%, SUSTAIN Classic has been specifically tailored for classic vehicles, although it can be used in any vehicle that runs on standard petrol. SUSTAIN Classic is priced from £3.80/litre (approximately NZ\$7.78/litre). Source: Federation of British Historic Vehicle Clubs

Biofuel situation in New Zealand

Second-generation biofuels or renewable fuels (a 'drop-in' fuel) are not available in NZ.

Fuel importers were investigating retailing renewable diesel as part of a planned sustainable biofuel mandate, but this mandate was dropped by the Hipkins Labour Government.

Unlike first-generation biofuels, second-generation biofuels are petrol or diesel refined from a renewable oil source, a process that's far more expensive than producing first-generation biofuels or fossil fuel, so it struggles to compete with these cheaper options.

Gull NZ retails a first-generation 98 octane petrol blended with 10% bio-ethanol content, which is not compatible with older vehicles (check the owners manual) and any carb-fed engines.

Next Issue...

What's coming up in Issue 41, due out March 2024:

- Latest update on the Incorporated Societies Act & Insurance implications
- Survey update
- Secretary's Corner
- Hot Rod news & views – the NZHRA is a major club in the FoMC so we'll spotlight their enthusiasm for their cars.

We hope to be at all major shows this year. Look out for our teardrop flags at a FoMC or members' stand. Drop by for a chat!

New Years Picnic & BBQ at Glentunnel Domain Sunday 14th January 2024

The first event of the new year saw a large group of 59 cars depart from the Air Force Museum in Wigram and head for Glentunnel Domain, situated in the tranquil township of Glentunnel.

Glentunnel (previously known as **Surveyors Gully**) is a village located in the Selwyn District of the Canterbury region of New Zealand's South Island. The park is set amongst a variety of trees and adjacent to the crystal clear waters of the Selwyn River, this is an ideal place to relax and enjoy the company of family and friends.

It has a close historical association with coal, clay and sand mines of the Malvern area. Originally named 'Surveyors Gully', Glentunnel, derived from the tramway tunnel in the glen that gave access to the Homebush coal mine. Coal was discovered in 1871, along with deposits of fine clay, which led to the establishment of a brick, tile and pottery works that survived until the 1980s.

Glentunnel has many recreational walkways. These include the *River Walk*, a walkway that follows the Selwyn River from the camping ground to the one-lane bridge at the western end of Glentunnel, and the *Millennium Walkway*, which follows the former tramway route up to the disused tunnel which gave the township its name. This walkway was opened in 2000.

Glentunnel also has a domain, where cricket, football or rugby can be played. To the south of the domain is the Glentunnel Holiday Park, which is popular during the summer months for its location next to the Selwyn River. Adjacent to the domain is the Hororata Golf Club.

This was a beautiful summer day and convertibles were out in force and it seems it was also a great day to give the family dog a run. The club put on a sausage BBQ and our resident piper gave his usual performance. The ice cream vendor who was only going to stay for half an hour stayed for 2 hours. A good time was had by all.



New Years Picnic & BBQ at Glentunnel Domain Sunday 14th January 2024



Lilly and Willow, the O'Brien girls



It's a bad hair day



New Years Picnic & BBQ at Glentunnel Domain Sunday 14th January 2024



New Years Picnic & BBQ at Glentunnel Domain Sunday 14th January 2024 A day for the Convertibles



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Cromwell Classic Car and Hot Rod Festival Saturday 20th January 2024



The annual Cromwell Classic Car and Hot Rod Festival, hosted by the Southland Ford Falcon Club, was held on Saturday 20 January 2024. This year, numbers were limited to 900 entrants, by pre-registration in excess of 700 registrations had been received and some late registrations were allowed on the day. Final entrant numbers were about 740 cars (which included around 40 Mustangs of all generations) and 12 motorcycles. Apart from the CMOC cars, there was also a good representation by the Southern Mustang Owners Club.

The limit on numbers this year was solely because of the event's popularity and the huge number of vehicles that have turned up in recent years.

A total of about 26 CMOC cars made the trek south for what is always a fantastic weekend of cars and camaraderie. On the Friday night, a number of us met for a meal at the Cromwell Town and Country Club, after which we could just walk outside to watch the pre-event cruise as it passed by on two laps of the town.

Some overnight rain caused a bit of anxiety, but it APPEARED to have cleared as daylight came on Saturday. An early morning wash of cars was immediately followed by more showers, which continued to move through as we got ready to enter the venue. By the time we were all parked up, the rain had passed and there was much frantic last-minute grooming as the Central Otago sun dried everything out. Gates opened to the public at 11 am and there were still spectators arriving at 3 pm, with about 2700 people attending. There was plenty of opportunity to stock up on all sorts of food, goodies and memorabilia from the on-site vendors and a constant stream of spot prizes dished out by the organisers throughout the day.

As always, it's a privilege to spend a day wandering amongst a collection of amazing vehicles, regardless of makes, models or ages, and to admire the pride with which they are displayed by their enthusiast owners. As far as I'm concerned, every entrant was a winner.

If you have ever thought about attending this

Cromwell Classic Car and Hot Rod Festival Saturday 20th January 2024

event, do it! Just make sure you book your accommodation as soon as the dates are locked in and make sure you pre-register as early as you can. Keep an eye out for 2025 dates.

If you do go, and if you have time, take an extra couple of days to hang out in this amazing part of this country of ours. There is so much to see and do in Central Otago and the weather at this time of year is (usually) stunning.

Neville Hyland



**1964 1/2 Mustang Convertible 289 V8,
4 Barrel Carburettor, 4 Speed Manual in
Rangoon Red**

This car was assembled on the 18th May 1964 as a "D" Code which was only used in the 1964 1/2 production time frame it was then sold in San Jose California. Only 185 hard tops and 142 convertibles are registered on the data base. When found it had been in storage for over 20 years with 70,000 original miles on the speedo. The car had no rust and all of the panels are the original ones with very few repairs. A cosmetic restoration matching its original code description was carried out in the late 90's with a Pony interior fitted. The car was imported into NZ in 2006.

Cromwell Classic Car and Hot Rod Festival Saturday 20th January 2024 A selection of beautiful T Birds



1963 T Bird



1959 T Bird



1957 T Bird



Cromwell Classic Car and Hot Rod Festival Saturday 20th January 2024



1966 Ford Falcon Coupe 2 Door (a rare beast) 4,735cc 289 Cubic Inch V8, 3 speed C4 Auto, 9" Ford Diff, 17" x 8" wheels.

Owned by Geoff & Sandy Soper from Pukerau.



The CMOC section

Cromwell Classic Car and Hot Rod Festival Saturday 20th January 2024



Mainland Trucks

Dealers in premium used trucks and trailers



\$117,600+GST

2020 FREIGHTLINER ARGOSY 101 SLEEPER CAB, 6x4 tractor unit, 560hp DD15 (1,100,000 Kms), 18 Speed Smart Shift, Diff and cross locks, Fixed turntable, Dual fuel tanks, Alloy wheels, Tidy condition and ready to work.



\$127,000+GST

2020 FREIGHTLINER ARGOSY 90 SLEEPER CAB, 8x4 tractor unit, 560hp DD15 (1,200,000 Kms), 18 Speed Manual, Diff and cross locks, Sliding turntable, Dual fuel tanks, Alloy wheels, Tidy condition and ready to work.



\$80,000+GST

2018 ISUZU GIGA 530, 6x4 tractor unit, 628,000Kms. 18 Speed Road Ranger. Standard Isuzu Wheelbase. Fixed Base Turntable. One owner from new, this has now been replaced in our fleet. (Surplus). Eroad Fitted.



\$75,000+GST

2016 ISUZU GIGA EXY 530, 6x4 tractor unit, 720,000Kms aprox still in use, 18 Speed Road Ranger. Standard Isuzu Wheelbase. Isolating Turntable. Fitted Hydraulics. One owner from new. Eroad Fitted.



\$240,000+GST

2 AVAILABLE

2015 FREIGHTLINER ARGOSY FRL, 8x4 refrigerated curtainside truck and trailer, Detroit DD15 560, Eaton 18 speed Ultrashift, comes with 2015 Roadmaster 5 axle refrigerated trailer.



\$45,000+GST

2013 WESTERN STAR 4864FXC, 6x4 tractor unit, Detroit Series 60, Meritor FG940 Front Axle -18 Speed Autoshift, Meritor RT46160 Rear Axle, Cross Lock Rear Axle, Airliner 46000lb, 90t GCM - 8600kg Tare, 4700mm Wheelbase, just Over a Mil Kms, Tidy X Fleet Truck.



\$28,000+GST

2009 WESTERN STAR 4864FX, 8x4 tractor unit, Cummins ISX 500hp, 18Sp Eaton Autoshift with Cobra Shift, Dana DSH44P Rear Axle (No X Lock), Airliner 40,000kg, Speedo Reads 992000kms (Done 1.9 mil), 5550mm WB, GCM 55000kg, 8000kg TARE.



\$35,000+GST

2005 FREIGHTLINER ARGOSY 90 SLEEPER, 8x4 curtainsider, Cummins ISX 600hp - Non EGR or Adblue - Euro 3 engine, 18 Speed Manual, Meritor RT46160P Rear Axles, 46K Airliner Suspension, Done 1.1Mil (engine Work 2018), TRAILER MAY BE AVAILABLE.



SPOA

2022 FREIGHTLINER CORONADO 114, 88x4 tractor unit, Well Maintained, Very Tidy. Sold with New COF and 6 Months Rego. Hydraulics to Suit Swing lift. Approx 78000Kms as at 16/1/2024. Now Surplus to Requirements.

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Posh Picnic at Broadoak Gardens Ohoka Wednesday 24th January 2024

Gold Card Cruisers Posh Picnic 2024 Style

This year we visited Broadoak Gardens and Venue centre in Ohoka. So a little about Broadoak and hosts Shaun and Clair, the gardens are awesome and one of the best in Canterbury worthy of a visit for all garden fans. Shaun and Clair purchased an historic pub in England dismantled it and rebuilt it on site. Our picnic was outside the pub overlooking the pond.

Fifteen cars thirty one members all dressed up the ladies in there fascinators and the lads having there colourful braces on. We were joined

by USA Mustang Ambassador Mike Guymon and daughter Anushka giving an international feel to our picnic.

After food, and drinks in hand members explored the gardens and our hosts opened up his shed to reveal his collection of classic cars. All made in England including a Citron and Nash Metropolitan parked along side Austins, MG, Jaguars, and a Sunbeam. Shaun told us about the cars and their history. A great afternoon one of the best we have done many thanks to all whom joined us

Peter and Pauline.



Posh Picnic at Broadoak Gardens Ohoka Wednesday 24th January 2024

Broadoak owners Claire and Shaun purchased the near bare farm block of land in 1999. After first clearing the gorse boundary hedges and poplar trees, they set out to create 5 acres of intensive horticulture as a form of self-sufficiency as well as a garden oasis with a mixture of formal and cottage gardens.

Broadoak is a functioning family lifestyle block complete with an orchard, potting shed and large potager vegetable garden that produces food for the owners family the whole year through - not forgetting the 300 hazelnut trees, beehive, and resident chickens!

Visitors entering Broadoak from the roadside are guided through expansive rose arches and topiary border hedging through to the large home garden area. Leading off here and from a small car park at the centre of Broadoak is a 2-acre formal wedding garden. Developed from a commercial peony paddock in 2014, the entire area is enclosed by a 3-metre-high wall of hedging between twenty brick pillars adorned by gargoyles giving the feel of a walled garden.

During the summer months, Broadoak is a busy place hosting private events in its very own genuine English Pub, The Bike n Bovine. The 1-acre garden that bounds the Pub and its lawns feature a lily pond and formalSet out in three garden rooms, the first contains formal beds created in the traditional English style with a variety of shrubs and perennials, bordered by low hedging, topiary and pathways that lead to central water fountains. Walkthrough a gatehouse to the second room featuring knot gardens with a sunken native plant area at one end and a super-size chess board and pieces at the other. You will notice the two beautiful peacock artworks by a local artist.

Described as the Narnia door by visitors, an ornate 100-year-old teak door leads to the third garden room which opens out onto the wedding lawn complete with a small open front chapel. Here in this private expanse, open-air weddings take place during the summer season.

During the summer months, Broadoak is a busy place hosting private events in its very own

genuine English Pub, The Bike n Bovine. The 1-acre garden that bounds the Pub and its lawns feature a lily pond and formal hedges behind which is a large display of hydrangeas.



The wedding Chapel

***Posh Picnic at Broadoak Gardens Ohoka
Wednesday 24th January 2024
Inside the Bike & Bovine pub***



January-February 2024

Posh Picnic at Broadoak Gardens Ohoka Wednesday 24th January 2024



***Posh Picnic at Broadoak Gardens Ohoka
Wednesday 24th January 2024
Some of the Car collection***



Edendale Crank Up & 60 Years of Mustang Friday 26th—Sunday 28th January 2024

I took the opportunity to go to the Edendale Crank-Up and support the Southern Mustang Club who were invited to display and parade their Mustangs over the Crank-Up weekend to celebrate 60 years of Mustang.

I have been wanting to attend the Crank-Up for many years with my interest in cars and also having 3 vintage tractors, but our local VCC annual rally being on at the same time had kept me away. The Mustang anniversary was too much of an attraction this time so I took my newly acquired 45th Anniversary (glass roof) Mustang for the run down south.

The Crank-Up starts on the Friday night with a street parade through Edendale. We had been told to meet up at 6.30pm with the parade starting at 7pm. Well, we arrived a little early at 6.15pm (as you do) with no one to be seen anywhere. We called the organiser, just in case we were at the wrong place, but he laughed and told us that we were in Southland now and everything was casual and that all would be well, people would be along before 7pm. At

6.45pm, people started turning up and at 7pm the parade got underway – lead by our Mustangs. Who knew that Edendale was as big as it is. The parade went up and down every street in Edendale and the turnout by the locals was amazing, all sitting outside their houses with most having drinks and a picnic tea, watching the cars, tractors, traction engines and trucks rumble slowly past.

It rained overnight (21mm) but eventually stopped at 8.30am which was when we arrived at the Crank-Up site proper (next to the Fonterra Dairy factory) on the Saturday morning and the rain hadn't really caused any issues on the site. The show goes for two full days and is mainly a tractor, truck and engine show, with tractor pulling, parades, sheep shearing and other local group displays in the main ring. Each year there is a featured vehicle make with this year being Ford cars, tractors and trucks (pre 2005) and the 60th Anniversary of the Mustang.



Edendale Crank Up & 60 Years of Mustang Friday 26th—Sunday 28th January 2024

Again the layout was very casual but we managed to get our 30 Mustangs together for display near the ring side. The organisers had arranged two special parades for us to take part in each afternoon and we were also invited to take part in the Grand Parade of vehicles, tractors, trucks, cars and machinery at the end of each day.

For our parade, we arranged the cars in age order with the oldest first and one of the Southern members did the commentary. After driving up and down the main ring, we lined the cars up along the show ring which made a great sight. We received many favourable comments from people about the parade and also our range of Mustangs from 1964 – 2021 SM17.

A good weekend was had by all. The rain stayed away, Saturday was warm with a reasonably strong wind but Sunday was fine, sunny and little wind.

A very enjoyable show with constant activities

for the whole family including many craft and model stalls and even stalls by the local and regional council, local MP, Search & Rescue plus lots of food, with a large tractor and machinery display. I really enjoyed the weekend and the trip down and back was well worth the effort. Thanks to the Southern Mustang Club for the invite to the 60th Anniversary of Mustang.

Colin Sweetman



Social Night at the Speights Ale House, Tower Junction ***Tuesday 13th February 2024***



34 members attended our first social night of the year at the Speights Ale house, Tower Junction, this time we were on the ground floor and so avoided the need to go up and down the stairs for bar service. The food met with everyone's approval and given the excel-

lent location with plenty of parking we have booked for the next two months.

Look forward to seeing you all there at the next social night on Tuesday 12th March.

Cheers for now, Garry Pascoe



Valentines Day run to Waipara Springs Winery Wednesday 14th February 2024



Wow what a great turn out for this most romantic day of the year, Pauline had booked for 36 people at Waipara Springs Winery and 45 off the most romantics of the club joined the run.

We all met in Clayton Place Ravenswood and while parked up prior to the start of our run the Ravenswood Stars Nursery & Preschool came out to view our cars, one of many highlights on this cruise. We departed Ravenswood heading into Rangiora then Ashley, Sefton, Balcain and on to Amberley. Departing Amberley we stopped

at Mingle Mangle for a look at recycled art and then on to our destination Waipara Springs Winery. Great food wine and refreshments and chatter. Another highlight for us was the number of members joining the mid-week run for the first time.

Waipara Springs Winery Manager wandered around the cars and chose Jeff & Karens Blue fast Back as Winery Choice.

Many thanks for your support Peter and Pauline really appreciate your efforts.



Valentines Day run to Waipara Springs Winery Wednesday 14th February 2024



January-February 2024

All Ford Day—Wigram Airforce Base Sunday 18th February 2024

After months of planning by the committee we were welcomed with a beautiful sunny day for the show. In excess of 375 cars were entered in the various categories. There were Mustangs, Falcons, Escorts, Cortinas, Lincolns, Fairlanes, LTDs, Model Ts and Zephyrs just to mention a few.

As well as viewing the cars the crowd were entertained all day by the singing group Fire & Ice and the young dancers from Southern Cross Irish Dance Group gave a half hour performance. There were many who also took the opportunity to look through the Air Force Museum.

The Judges (appointed by each of the clubs represented) chose winners in the various categories and there was a peoples choice voted for by the public.

There were also trophies presented to the top 10 vehicles in the show, some of the top 10 were also winners of the individual categories.

Congratulations to all those who participated in the show you did a great job of presenting your vehicles for all to see and a special congratulations to those who won awards.

The two charities that benefited from

the show were the Air Force Museum who offers free entry to its exhibitions and Big Brothers & Big Sisters who facilitate the selection, training, development of a network of volunteer mentors across the country. These volunteers are match with a young person for a minimum of one year. BBBS staff provide the framework and ongoing professional support and supervision, helping the match achieve the best outcomes for the young person.

Finally the clubs thanks go to the many volunteers who do so much to make the day a success.

Cheers Brian Mills



**Best in Show & Top 10 —Darryl Alker
1971 Mark 1 Escort Mexico**



**Peoples Choice—Peggy Dilger
2019 Mustang Convertible**



All Ford Day—Wigram Airforce Base Sunday 18th February 2024



**Best Veteran—Brendon Wright
1915 Model T**



**Top 10
1967 Falcon Station Wagon**



**Best presented—Stu Taylor
1963 Lotus Anglia**



BEST VINTAGE
**Best Vintage, Best Interior, Top 10
Graham Freeman—1934 Ford Cabriolet**



**Best American—Steve Taylor
1934 Ford 3 Window Coupe**



**Best English—Phil & Riley Gurney 1981
Ford Escort Sport**

All Ford Day—Wigram Airforce Base Sunday 18th February 2024



**Top 10—John Alexander
1971 Falcon GT 351**



**Top 10—Wayne Golightly
1970 Falcon XY GT**



**Top 10—Bruce Waaka
1954 Ford Zephyr Convertible**



**Top 10
2001 Mustang Convertible**



**Top 10—Craig & Roz McKenzie
1946 Jailbar Truck**



**Top 10—Mark Lowe
1962 Ford Galaxie**



**Top 10—Racheal & Steve Fitzgibbon
1956 Lincoln Capri**



Best Aust—Mark Harris—2014 Falcon F6

All Ford Day—Wigram Airforce Base Sunday 18th February 2024



Some of the hard working volunteers

All Ford Day—Wigram Airforce Base Sunday 18th February 2024



Fire & Ice



Southern Cross Irish Dance Group

Tyres for sale

The 2 tyres suit 2018 Mustang - Rear. 275/40/19. One is brand new, while the other is like new with less than 1000km of use.

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