

Burble Newsletter

March-April 2025

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***CANTERBURY MUSTANG OWNERS CLUB INC
ANNUAL GENERAL MEETING***

**Saturday 7th June 2025 at 4pm
Papanui Club Bowling Club
310 Sawyers Arms Road
Christchurch**

A G E N D A

Welcome

Apologies

Matters Arising from previous AGM

Correspondence – Inwards & Outwards

Financial Statements

President's Report

Election of Officers

General Business

i) Resolution to adopt the new constitution

**Apologies and / or Nominations to any Committee member or to the club email on
cmocinc@gmail.com (to be received prior to the AGM)**

**The AGM will be followed by Nibbles provided by the club and members who wish to
are able to dine at the Papanui Club**

Nomination Form

Position on the committee for the 2025-2026 financial year

Positions for nomination:

President

Vice President

Secretary

Treasurer

Club Captain

Committee Member



Position for Nomination: _____

Please confirm with the person nominated that they agree to stand:

Name of Nominee: _____

Accepted: (Signature) _____

Proposed By (Name): _____

(Signature) _____

Seconded By (Name): _____

(Signature) _____

If nominating for more than one position, please photocopy this form.

The completed nomination form must be in the hands of the Secretary before the commencement of the Annual General Meeting.

Secretary P.O. Box 22-289 Christchurch 8148 or email to cmocinc@gmail.com

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2025 Palmerston North Convention Accommodation Update

ACCOMMODATION OPTIONS FOR 2025

NO group bookings will be accepted. All bookings must come from individuals.

It is recommended to book by phone and request the hotel's confirmation by e-mail.
(Please ensure you have your credit card details ready).

Dates*: Check in: Friday 24 October, check out Monday 27 October.

*Both hotels will accept extensions pre-Friday and/or post-Monday *at the same rates;* but confirm this when booking.

These hotels are holding a limited number of rooms for a limited time. Specific details appear below.

Important! Booking accommodation is **your** responsibility. Regardless of your choice: **Book early!** *(There is also a big stock car event on).*

Option 1: Copthorne Hotel

110 Fitzherbert Avenue, Palmerston North>

DDI: 06 356-8059

www.millenniumhotels.com

Quote the following code when booking: MUSTANG25
(else say you're at the 'Mustang Convention')

Important: Rooms will be available at the rates below until 24 September or sooner if fully booked.

After that date you may still book (if rooms are available), but they may not be available at the same rate.

Check in: from 2pm.
Check out: by 10am.

Superior King Room (king bed, 1 person or a couple):
\$195 per night

Superior Twin Room (king single beds, up to 2 persons):
\$195 per night

Breakfast can be added at \$25 per person per day

Cancellation policy: Up to 24 hours before without a fee.
Please enquire on arrival regarding the area to clean your car

Option 2: Distinction Coachman Hotel

140 Fitzherbert Avenue Palmerston North

DDI: 06 356-5065

www.distinctionhotelscoachman.co.nz

Quote the following code when booking: #60605

Important: Rooms will be available at the rates below until fully booked.

After that date you may still book (if rooms are available), but they may not be available at the same rate.

Check in: from 2pm.
Check out: until 10am.

2025 Palmerston North Convention Accommodation Update

Standard Double Room (queen bed, 1 or 2 persons):
\$165 per night

Standard Twin Room (queen bed + either single or
double, 1 or 2 persons): \$165 per night

Studio Motel Unit (double or twin available on request, 1
or 2 persons): \$155 per night

Breakfast can be added at \$30 per person per day.

Note: This hotel prefers to receive e-mailed reservation
requests. If this is your chosen approach, we suggest
your credit card details shared are by phone.

E-mail address for
reservations: fom@distinctioncoachman.co.nz

Details required in the email are:

Reference number (to be inserted in the Subject line of
the email: #60605).

Guest names, check in/out dates, room type, breakfast
requirements, contact phone no.

Credit card details are also required to secure the
booking, but we strongly recommend they be provided by
phone.

Cancellation policy: Up to 24 hours before without a fee.
Please enquire on arrival regarding possible areas to
clean your car.

Option 3: Other Accommodation

The Mustang Convention rates offered above are subject
to availability. Our preference is that you support these
two hotels, however if you miss out, there are at least a
dozen other accommodation options located on adjacent
blocks (hotels, motels & motor lodges). Google map
highlights them which is attached. **BUT** do not loiter,
because these **will** be in demand due to other events in
town.

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A Message from the President

Greetings everyone

I am writing this letter as I'm packing to head over to Malaysia for 2 weeks. Catching up with my brother and sister there who are also traveling. It's been a long time since our family has been together and I'm looking forward to the break.

On the agenda this year will be the FoMC AGM and will follow the meeting closely so I can get a better insight as to how the Federation is working as a collective body representing all aspects of the motoring industry.

Future picnic runs and Garage crawls also appearing during the year. 2025 Convention in October and a new venue for the Christmas lunch to be held end of November.

I enjoyed the picnic run to Orton Bradley Park in March and also the World Mustang celebration day to the VCC grounds. We were lucky with the weather on both occasions. A big welcome to all the new members that have joined up in the last 3 months. A great way to introduce yourselves to the other club

members is to come along to the socials held on the second Tuesday of every month. Most of the committee members are in attendance and you will always get an insight on the club and what we all get up to.

Early organizing of the new Convention sub committee is now under way and we are looking for any interested club members who would like to put their name down as a volunteer. If you have any expertise to offer in any area, please get in contact with one of the committee members and we will sign you up. This is a great opportunity to be involved in a club event which is a national gathering of all Mustang Clubs throughout the country. 30 months till D day.

Well, I'm getting a loud call from my better half to get my togs packed so I'll sign off and look forward to getting back on the road at a venue soon.

Take Good Care

Ray van Hamelsveld



A Word from the Club Captain

Power with Passion

Those three words sum it up perfectly. We love the power and thankfully each version of the Mustang gets more power. GT's have 362 kW, which is 485 Hp, the Dark Horse, which is now available again after Ford NZ tried to strangle supply, has 373kW which is 500 Hp and there are the Roush and RTR versions which can be had in various states of tune and supercharged, producing insane horsepower. Absolutely wonderful.

The passion comes from us and the joy we get from driving, tinkering, sharing and just admiring a car that is a true icon in a world of blandness. Some may call V8 Mustangs irrelevant in today's world but they will forever invoke emotion and spirit.

I had some Canterbury Mustang, Power with Passion stickers made up a couple of years ago and that's one on the back window of our Mustang. They proved popular and a couple of members have asked if they could get one. If you would like one let me know and I will get more printed - the cost price is about \$15 each.

Ten years ago when the Mustang became available in R/H drive and were sold new by Ford NZ with full factory support, many people treated themselves and bought a new Mustang. Many of these people have either traded up into newer Mustangs or enjoyed their time with their Mustang and moved on to other things. We thank them for adding to the number of Mustangs in NZ and we have had the pleasure of meeting many of them at Club events.

I'm a petrolhead and have found a growing number of members who enjoy tinkering with their Mustangs, either adding more power, improving the looks, bolting on new wheels or personalising their ride.

This may be a time to reintroduce a few driver focused events. Perhaps we can take another look at track days and the Mustang Challenge drag races. I have participated at both and they are safe, a lot of fun and not hard on your car. Something to keep in mind.

Globally Ford is on a roll with Jim Farley, CEO of Ford USA, stating they will not make any boring vehicles and bringing a laser focus on competing successfully in every level of motorsport. In Formula 1 next year Ford will be supplying power units for Red Bull Racing and interestingly Cadillac will also be joining Formula 1 in 2026, initially using Ferrari engines before switching to General Motors engines by the end of the decade.

Keep driving your Mustangs, they are not ornaments and they make you smile.

Dennis O'Brien

Your Club Captain

021 187 8488



New Members—March/April 2025

Kevin & Jannet Mara 2018 Mustang GT

Joe Christison 2016 Mustang Roush Stage 3 Blue



***Tyres**

***Batteries**

***Wheel alignments**

***Puncture repairs**

***Vehicle servicing**



At Bridgestone Shirley we are a locally owned and operated family business, we have been serving the eastern suburbs and wider community of Christchurch for the past 14 years. Our outreach is the whole country with customers as far away as Northland.

We support and provide discounts for the Mustang Owners Club. Come and see Ryan and the team for a quote on any brand of tyres.

Upcoming Events—May-June

May	Sun 4th	Petrolhead Breakfasts Kustom Car Club grounds
	Tue 13th,	Social Night, Speights Ale House, Tower Junction
		10 Pin Bowling, date to be confirmed
	Sat 24th	Run to Little River
	Tue 27th	Ashburton Social Night, Phat Duck, West St. Ashburton
June	Sun 1st	Petrolhead Breakfasts Kustom Car Club grounds
	Sun 1st	Buller All Ford Day
	Sat 7th	AGM – Papanui Club
	Tue 10th	Social Night, Speights Ale House, Tower Junction
	Fri 20th – Sun 22nd	
		Southern Muster
	Tues 24th	Ashburton Social Night, Phat Duck, West St. Ashburton

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 details will be emailed to members near the event times.

Dennis O'Brien
Club Captain
021 187 8488

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World Mustang Day—Run & Picnic

Vintage Car Club Grounds

Saturday 12th March

World Mustang Day falls on 17 April. This year marks 61 years since the brand's introduction to the world at the New York World Fair in 1964. This year, to celebrate the occasion, the committee organised a run and picnic.

The older cars went from Cashmere out to Tai Tapu, through to Lincoln and on to West Melton on their way to McLeans Island. The remainder left from Harewood and travelled out to Kaiapoi, Southbrook and Ohoka, before heading back to the VCC grounds.



Saturday 12 April was one of those perfect Christchurch autumn days, made even brighter by the sight of close to 50 Mustangs parked up in the sun at Cutler Park, the Vintage Car Club grounds. Two runs left different parts of the city simultaneously at 11am, one specifically for “chrome bumpers”, the other for the more modern cars.

Seeing a convoy of close to 20 pre-1974 cars arrive en-masse was pretty cool. I'm sure they would have turned plenty of heads as they made their way there. After all, if it wasn't for these early model cars, there wouldn't be a World Mustang Day to celebrate! Thanks to all of their caregivers for letting them out for the day.



World Mustang Day—Run & Picnic Vintage Car Club Grounds Saturday 12th March



Because it was a birthday party, the decision was made this year to have a few giveaways for lucky attendees. The FREE raffle (one ticket per vehicle) saw seven goodie bags won, the three major prizes including one of two Repco vouchers and a gift pack kindly provided by Avon City Ford. Congratulations to all of the winners. The raffle draw was followed by birthday cake for everyone.



It was a great day for a picnic in the sun (with no wind!), surrounded by a fleet of amazing cars.

Many thanks to the businesses who contributed to make the raffle possible, specifically Team Hutchinson Ford, Repco Rolleston, Avon



City Ford and Rob & Shelley at The Mustang Centre. Also, a special thanks to the Vintage Car Club for again allowing us to use their amazing grounds and facilities, and to all CMOC members who attended to make this a most enjoyable event.

Cheers
Neville Hyland



World Mustang Day—Run & Picnic

Vintage Car Club Grounds

Saturday 12th March



Mid-week Run to Harbourside Bar (Two Thumbs) Church Bay, Diamond Harbour Wednesday 19th March

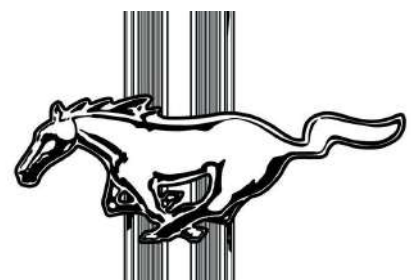
It was great to get away for the first organised run for the year. On a sunny but cold day where the jackets were taken out of the cupboard and those that wore shorts regretted it, 15 cars assembled at the Halswell Domain car park for a run through Tai Tapu, Motukarara, over Geddis Pass, Teddington to Church Bay a

pleasant run of approximately 45 minutes.

Lunch was served at the Two Thumb Brewing Co establishment, one of the newer trendy Bars. We pretty well had the whole venue to ourselves and due to the pre ordering of the meals there were no delays and the food was enjoyed by all.



Mid-week Run to Harbourside Bar (Two Thumbs) Church Bay, Diamond Harbour Wednesday 19th March



Picnic Run to Orton Bradley Park in Charteris Bay

Sunday 23rd March

This event replaced the planned January event which was cancelled due to bad weather.

Some 30 cars assembled at the Princess Margaret Hospital car park and went on an enjoyable cruise around Lyttleton Harbour to arrive at Orton Bradley Park at Charteris Bay. What an absolutely amazing place and I will certainly be making a family trip back At some time in the future.

Orton Bradley Park is a private 650ha rural property situated on the southern shores of Lyttelton Harbour open 365 days a year. It is a fantastic family friendly location, with large open spaces, fantastic sunsets, and park like settings. There are over 25km of walking tracks cater for all ages and abilities., ranging from the famous Rhododendron walk (20 minutes) to the popular Waterfall Gully Track (2 1/2 hours) and beyond to the

DOC Packhorse Hut or Mt Herbert. It is situated next to a stunning 9 hole golf course and tennis courts are nearby. The property has a large children's adventure playground, with flying fox, situated next to a small stream, and a number of short mountain bike tracks suitable for all members of the family. The park is the perfect location for family picnics, birthday parties, school camps and wedding functions. Home to one of the largest trees in New Zealand, Orton Bradley planted over 160 exotic trees. There are also a great number of native trees providing homes to a variety of bird life.

The club put on a BBQ using up the left over food from the All Ford Day, well done the team of gourmet chefs led by President Ray. Ed has a new toy, a drone which will allow me to take some aerial shots at events. These are my first effort!



Picnic Run to Orton Bradley Park in Charteris Bay Sunday 23rd March



Picnic Run to Orton Bradley Park in Charteris Bay Sunday 23rd March



Picnic Run to Orton Bradley Park in Charteris Bay

Sunday 23rd March



Mid-week Run to the Old Leithfield Pub

Wednesday 30th April



In 1855 John Leith built the first hotel on the south bank of the Kowai River, behind the present building. There were stables and an accommodation building, and the hotel provided a stopover point for travellers, including the Cobb and Co coaches and passengers. At the front of the current hotel, the Upping Stone is a relic of this bygone era, used for mounting and dismounting horses, especially by members of the Brackenfield Hunt. The logo above for the present hotel uses the concept of the Upping Stone to reflect the history of the site. The hotel was bought by the village baker, C.E. Paget in 1866, and by

1870 a new and larger hotel called The Royal had been constructed on the present site. This hotel was operated by various people through to 1911, when a fire burnt it to the ground. A new building was subsequently constructed, which remains today as the Old Leithfield Hotel, having managed to stand for over a century, including through the Canterbury earthquakes which brought down many of the province's older buildings. The hotel continues the tradition of a local country pub - it is a focal point for the growing local community, a warm and friendly place to meet, with good food and cold beer.



Mid-week Run to the Old Leithfield Pub

Wednesday 30th April

Changing Plans

The Weather Gods were a little upset today and decided to send a bit of rain. Not just to us, but to most of God's Own.

A brave few met us at the start and we headed off on the planned run ("Plan A"). A navigational indiscretion had some taking an alternative route and after a few phone calls they reverted to "Plan B" and made their own way to the Leithfield Pub.

When we arrived the place was buzzing with smiles all round. A couple were missing and it turned out they did an unintentional "Plan C" stopping at the Sefton Pub. They had ordered lunch before they realised they were at the wrong pub.

Often we give prizes for Publican's choice of favourite Mustangs, but with reduced numbers and no classic Mustangs we went for "Plan D" and gave prizes to Karen and Jeff for following the correct route, Dawn and Ray for being the newest members and Susan and Cerry for navigational indiscretions.

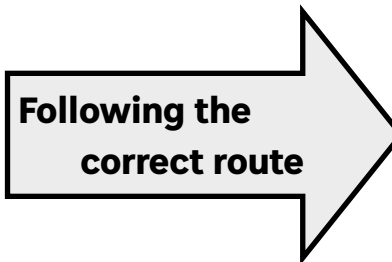
This was a great way to spend a wet day, the Mustangs didn't shrink and they enjoyed splashing in the puddles.

Till next time.

Viv & Dennis O'Brien



The newest Member(s)



Following the correct route



Navigational indiscretions

Ford Mustang RTR

5.0L Ti-VCT V8 Engine, 10-speed automatic transmission



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Ray's Restoration

1968 Fastback Deluxe 302 J Code

The stripping!

I have started stripping my 68' down and took to the known areas of much needed panel work with a soft grinding pad and to my amazement no apparent rust. Just some bad repair work from a previous owner. I even found original sunlit gold paint under many layers.

First problem I have was Christines disapproval of me grinding in the garage. I may have added to the dust layers already there from my last project. I think ill need to investigate a sand blaster for my sake and her sanity. I'm sure some of us have been down that road before.

Take good care, Ray van Hamelsveld



Cars & Blues Tour by Lesley & Neville Hyland

Part Three

Next morning we followed Highway 61, “The Blues Highway”, towards Vicksburg. Not far out of Memphis we stopped at the “Gateway to the Blues Museum” in Tunica. This was a fascinating insight into the history of blues music.



There is a lot of Civil War history in the Vicksburg area, which is right on the Mississippi. We drove around the Vicksburg National Cemetery, where 17,000 Union soldiers are buried. It's a haunting 16-mile drive through the burial grounds with countless historical monuments, markers and canon emplacements along the way.

Vicksburg is also home to the Biedenharn Coca-Cola Museum where Coca-Cola was first bottled in 1894.

On day 27 we travelled south along the Mississippi towards Natchez, a relatively short drive but for me, the nicest drive of the whole trip. We were on a road called the Natchez Trace Parkway, a two-way piece of beautiful tarmac with gentle bends and undulations to keep it interesting, no trucks allowed and very little other traffic. The bush came down pretty much to the roadside in most places. It was a beautiful day so

ideal for roof down, cruise control on, country music on the satellite radio. Perfect!

Natchez was a thriving port in the golden years of the cotton trade and was the first capital of the Mississippi Territory. Thanks to cotton, the city exploded and today it is recognised as the oldest civilized settlement on the Mississippi. That evening we had a drink at “Under the Hill Saloon”, which is right on the river and is one of the oldest buildings in the area. It's patrons of yesteryear were cut-throats, prostitutes and thieves. A traveller wrote in 1816 that it was “without a single exception the most licentious spot that I ever saw”. High praise indeed! It is said that the only modicum of decency about its history is Mark Twain's alleged patronage. Regardless of its notoriety, it was a pretty cool wee pub!



In the morning we were off again, this time headed for two nights in “The Big Easy” – New Orleans. Along the way we stopped off at two plantation houses. Oak Alley Plantation was a clear depiction of the wealth and opulent living conditions of the land owners, compared to the squalid accommodation provided for the slave labour. Very sobering.

Cars & Blues Tour by Lesley & Neville Hyland

Part Three



We arrived in New Orleans mid-afternoon Saturday and were a bit put off by the sight of thousands of blokes wearing red dresses and looking very much the worse for wear. After checking in to the hotel we wandered back to Bourbon St to see what was happening. Turns out we'd arrived on the day of the "Red Dress Run". There's a fundraising run/walk in the morning, followed by a day of getting trashed. It was still daylight and Bourbon St was just heaving with drunk, partially clad blokes (and a few women). It's fair to say there were lots of sights that once "seen", couldn't be "unseen" – if you know what I mean! After negotiating the madness, we moved on somewhere slightly quieter for dinner. We did return to Bourbon St for dinner the following night, by which time the mess had been cleaned up and the air smelt a bit fresher!

On Sunday morning we had been invited to a neighbourhood Gospel service. We spent an hour as guests of the church and it was fascinating to witness a full-blown gospel service first hand. The congregation provided us with morning tea after the service.

After church we drove across the Lake Pontchartrain Causeway between New Orleans and Mandeville. This is the longest continuous span over water in the world. It's 24 miles long and consists of two parallel two lane bridges supported by 9,500 concrete piles. It seemed like a good idea to do it, but it was veeeery long and veeeery straight and once committed there was no turning back. Still, it was a beautiful day and it was worth seeing the stunning waterfront area of Mandeville. In hindsight it wasn't such a great idea to do it with the roof down – my hat's still out theresomewhere. We spent that afternoon just wandering around New Orleans taking in the sights, smells and sampling the local delicacy of Beignets (at Café du Monde) – in my view, a bit of pastry covered with lashings of icing sugar, but apparently a must-do.....

By now we were closing in on the finish line. Only another 1,000 miles to go. On day 30 we headed for Panama City Beach for another



Cars & Blues Tour by Lesley & Neville Hyland

Part Three

two-night stop. Rather than take the Interstate we followed the coastline around the Gulf of Mexico. This route included a short trip (with the cars) on the Dauphin Island Ferry, passing oil rigs as far as the eye could see. We stopped for lunch at the Flora-Bama bar, where the state line between Florida and Alabama literally runs straight through the middle of the bar. Quirky.

Panama City Beach was stunning. Our resort was right on the beach, so between the on-site pools and the sea there was no need to go anywhere else. It was great to have a full day to just chill out and sample the occasional cocktail.

Our final night on the road was to be spent at Clearwater Beach. On the way we stopped off at the Tallahassee Automobile Museum, one of the Southeast's finest collections of rare automobiles and unique collectibles. This was followed by a visit to Don Garlitts Museum of Drag Racing in Ocala. Don, who is now 92 and lives on-site, heard we were coming and came over to the museum to tell some yarns about his racing days. What a privilege! He is considered the father of drag racing and is known as "Big Daddy" to drag racing fans around the world.

Next day, on our return to Miami via the Everglades National Park, we stopped off for one more adrenalin rush – an airboat ride through the Everglades – big block Chevy power at full noise. From the airboat we were lucky enough to see an alligator live and up close. It had come up under the boat before swimming off into the mangroves.

As we drove back towards Miami we could see the weather brewing. Our hopes of making it to the hotel before the weather arrived did not

come to fruition. We were on the freeway with still about 20 miles to go when it hit. Torrential rain, thunder and lightning. Our GPS was taking us all over the place (we later found out everyone else had similar problems), but eventually we found our way back to Miami Beach where our adventure had started about 32 days earlier.

We'd done it! We'd driven a total of 5,400 miles. As far as I'm aware the only "issue" among all 16 Mustangs had been one puncture. Not bad for a combined distance covered of more than 86,000 miles (138,000 km) and speaks volumes about the reliability of the good old Mustang Ecoboost! Of the 34 days in total, we had been on the road on 20 of those days meaning an average distance of 270 miles (430 km) each driving day. That might sound like a lot, but it's amazing how much ground you cover when you're travelling at Interstate speeds and not constantly having to slow down for towns, road works and slow drivers.

Next day was free to unwind around Miami before everyone went in different directions, some heading for home, others further afield. Lesley and I rounded the trip off with a seven-night Caribbean cruise which was a great way to unwind.

Some people have asked why we'd want to do such a full-on road trip which, in fairness, is not a relaxing holiday. My answer is because we can. It's an adventure. It's an experience. Most of all, it's just a huge buzz. I ticked things off my bucket list that I didn't even know were on it! Oh, and did I mention the amazing friends made along the way?

Cars & Blues Tour by Lesley & Neville Hyland Part Three



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25 Mustang Facts that every enthusiast should know

When Lee Iacocca stood at the podium at the New York World's Fair on April 13, 1964, he began by saying, "Good morning, ladies and gentlemen, welcome to one of the proudest moments of our lives."

Ford's General Division Manager was about to introduce the world to the first Ford Mustang and he knew he had a hit on his hands. Although badged with horses, the new model was named for the World War II fighter plane and Ford sold more than 400,000 the first year, sending other automakers scrambling to conceive competition. The Mustang was such a smash it catapulted Iacocca to the Presidency of Ford later that year.

Since that famous press conference, the Mustang has become part of America's culture, and Ford has sold over 10 million in the last 55 years.

Here are 25 Mustang facts every enthusiast should know:

1. First Mustang with 300+ hp

When the Mustang debuted in 1964, the hottest engine from Ford was the K-code 271-horsepower Hi-Po 289. Then Carroll Shelby stepped in at the request of Iacocca and created the Shelby GT350 Mustang, modifying the fastbacks at his facility in Los Angeles. The engines were hopped up with a larger 715-cfm Holley carburettor, an aluminium "Cobra hi-riser" intake manifold, headers, exhaust that exited in front of the Mustang's rear tires and a larger, baffled Cobra aluminium oil pan.

The cars were rated 306 hp at 4200 rpm. Just 522 street cars were built.



2. First Mustang with 500+ hp

We're not sure how it happened, but Ford built the first 500-hp Mustang four years before the first 400-hp version. In 2007 the Supercharged 5.4-litre in the Shelby GT500 was rated 500 hp at 6000 rpm and 480 lb-ft of torque at 4500 rpm. It was the quickest and most powerful Mustang ever, at the time they were all built at Ford's Flat Rock, Michigan, assembly plant. The 412-hp Coyote-powered Mustang GT didn't arrive until 2011.

3. First Mustang with 600+ hp

In 2013, now with competition from the Chevy Camaro and Dodge Challenger, Ford cranked things up considerably and built the first Mustang with over 600 hp. It was again the supercharged Shelby GT500, now with 5.8 litres and power ratings of 662 hp at 6250 rpm and 631 lb-ft of torque at 4000 rpm. That was more horsepower than the Corvette ZR1 and it made the GT500 America's most powerful mus-

25 Mustang Facts that every enthusiast should know

cle car ever. In a *Car and Driver* test that year, the GT500 accelerated from 0–60 mph in just 3.5 seconds. This was also the first Mustang Ford said could touch 200 mph.

4. First Mustang with 700+ hp

At the Detroit Auto Show in January, Ford unveiled the most powerful and best performing Mustang ever, the 2020 Shelby GT500. To fight off Dodge's 717-hp Challenger Hellcat and 797-hp Challenger Redeye, Ford developed a new supercharged DOHC 5.2-liter V-8 that it said would make "700-plus" horsepower. That's considerably more power than Ford has ever put in its GT supercars, and it's more than twice the power of a 1968 428 CJ Mustang. This was also the first Shelby Mustang only offered with an automatic transmission. The GT500 used a seven-speed dual-clutch automatic sourced from Tremec.

5. First Mustang with sequential turn signals

Although today's Ford Mustang has sequential turn signals and many associate the cool feature with the model, the feature wasn't really a Mustang thing until Ford added the feature in 2010. It was first introduced on Ford's Thunderbird in 1964 and then the Mercury Cougar in '67. They lasted on the T-Bird until 1970 and the Cougar until '72. The first Mustang with sequential turn signals was the 1968 Shelby GT350 and GT500, because they were fitted with Thunderbird taillights. The lights remained on those models in 1969–70. Just 4450 Shelby Mustangs were built in 1968, while on-

ly 3751 were sold in 1969 and '70.

6. First Mustang with four cylinders

Introduced in 1974, the downsized Mustang II was the first Mustang with just four cylinders. It was a 2.3-liter SOHC unit shared with the Ford Pinto. A 2.8-liter V-6 was optional. No V-8s were offered for the first time. In the Mustang, the four-banger was rated 88 hp. Yes, it's the Mustang few want to remember, but the car was extremely popular at the time. Ford sold almost 386,000 the first year and it remained a hot seller until the Fox-body finally arrived in 1979.

7. First turbocharged Mustang

That naturally aspirated four-cylinder remained the Mustang's standard engine until 1982, but in 1979 things were looking up, and the redesigned Fox-body Mustang got the model's first turbocharged engine. It was that same 2.3-liter motor fitted with a Garrett AiResearch turbo, which drove its horsepower up from 118 to 132—pretty close to the 5.0-liter V-8's output of 150 hp. In a *Car and Driver* test that year, a new Mustang Turbo with a four-speed manual hit 60 mph in 9.1 seconds and ran the quarter in 17.4 seconds at 82 mph. In the U.S., this engine lasted until 1982.

8. First supercharged Mustang

In 1966, Carroll Shelby also created the first supercharged Ford Mustang. He built 11 GT350 fastbacks fitted with a Paxton Supercharger, which shoved boost through the fac-

25 Mustang Facts that every enthusiast should know



tory 460-cfm carburettor. Shelby claimed the blower increased the power of the Ford's Hi-Po 289 by 46 percent, taking it from 271 to 395 hp. Shelby considered making the blown GT350 a separate model, but ultimately it became a \$670 option (\$5300 in today's money) that Shelby would add to the car at a customer's request. The package included additional instrumentation. Shelby also sold the superchargers over the counter and he installed a handful on GT350s in 1967.

9. First 5.0-liter Mustang

Most people associate the 5.0-liter Mustang with the 1980s, while others point to today's Coyote-powered Mustang GT. But the first Mustang with a 302-cubic-inch V-8 was introduced in 1968. Although high-performance versions of the engine would go on to power the Boss 302 Mustangs in 1969 and '70, the three versions offered in 1968 were quite mild. The 302 was rated just 220 hp with a two-barrel carburettor and 230 hp with a four-barrel. In the 1968 Shelby GT350, the engine got a larger 600-cfm Holley and an aluminium intake to make 250 hp at 4800 rpm and 310 lb

-ft of torque at 2800 rpm.

10. First Mustang with 15-inch wheels

Shelby's 1965 GT350 was also the first Mustang with 15-inch wheels and tires. Stamped steel wheels were standard, but mags were optional. The GT350 tested by *Car and Driver* that year wore five-spoke versions from Kelsey-Hayes. Standard Mustangs rolled on 14s.

11. First Mustang with 16-inch wheels

In 1984, the turbocharged Mustang SVO, with its weird but cool dual plane rear spoiler, became the first Mustang to get 16-inch wheels. The Chevy's Camaro and Pontiac Firebird didn't get 16-inch wheels until 1985.

12. First Mustang with 17-inch wheels

The last of the Fox-body Mustangs was the first with 17-inch wheels and tires. The 1993 Ford Mustang Cobra wore 17×7.5-inch aluminium wheels wrapped in 245/45ZR17 Goodyears.

13. Least-powerful Mustang of all-time

The weakest of the breed is the 1975 Mustang II. That year the standard four-cylinder lost one horsepower from the year before, dropping to 87 hp.

14. First Cobra R Mustang

The first of three Cobra R Mustang models was also released in 1993. These cars also rode on 17-inch wheels and tires, but they were set up for road racing, with suspension modifications including Koni shocks, and Ford ditched the A/C, radio, insulation, and back seat to save weight. The engine remained the 235-hp 5.0-liter. Ford

25 Mustang Facts that every enthusiast should know

built just 107 and said the Cobra R could hit 60 mph in 5.7 seconds. One recently sold at Barrett-Jackson for \$132,000, making it the most expensive Fox-body of all time.



15. Largest-engine Mustang of all-time

The largest-displacement engine ever offered in a Ford Mustang was 429 cubic inches. There were actually two very different engines offered with that displacement. The first was the Boss 429, installed by Kar Kraft in 1357 Mustangs in 1969 and '70 to homologate the semi-hemi for NASCAR racing. This engine was rated 375 hp. Then, in 1971, Ford offered the more conventional 429 V-8 from the Torino. In the Mustang it was offered as the 370-hp 429 CJ and the 429 SCJ, which got more compression, a solid lifer camshaft, an aluminium intake, a larger 780 cfm Holley, and other goodies. Like the Boss 429, it was rated 375 hp.

16. Last Mustang with a solid-lifter V-8

Mustangs built in 1972 with the 351 H.O. engine were the last Mustangs ever built with solid lifter engines. It's essentially the same engine used in the 1971 Boss 351 Mustangs,

but with a lower compression ratio. The industry had also changed from "gross" horsepower ratings to "net" which, along with the drop in compression, lowered the engine's power rating from 330 hp in 1971 to 270 hp in 1972. These are rare machines, just 396 1972 Mustangs were built with the 351 H.O.

17. Last Mustang with a 351 V-8



Although the 1971 Boss 351 was the final Mustang with solid lifters, it wasn't the final 351-powered pony. In 1995, SVT brought back the 351 to power its second Cobra R model. The engine was fuel injected and featured a 9:1 compression ratio. It made 300 hp, which was considerable at the time, and was backed by a Tremec five-speed. Only 250 were built. *Motor Trend* tested one, hitting 60 mph in 5.2 seconds.

18. Mustang with First an OHC V-8

In 1996, after more than 30 years of use, Ford replaced its pushrod 5.0-liter V-8 with a single-overhead cam 4.6-liter unit, part of Ford's new Modular engine family. This engine, which had just two valves per cylinder, was initially rated at 215 hp, but received a bump to 260

25 Mustang Facts that every enthusiast should know

ponies for the 1999 mid-cycle refresh. It would go on to power all Mustang GT models until 2004. From 2005–10, the engine had three-valve heads and made 300+ hp.

19. First Mustang with DOHC V-8

Also in 1996, the Mustang SVT Cobra became the first Mustang with double overhead camshafts. The DOHC version of the Modular 4.6-liter made 305 hp. The design peaked in 2003 and '04, when SVT switched to an iron block and added a supercharger. With the blower, the V-8 made 390 hp. Today, the naturally aspirated all-aluminium DOHC 5.0-liter Coyote in a Mustang GT is rated 460 hp.

20. First Mustang Indy pace car

A Ford Mustang has paced the Indianapolis 500 three times, in 1964, '79, and '94. The car that paced the 1964 event was a white convertible with a hopped-up GT40-spec 450-hp 289 and a modified suspension. The car was then used at Sebring International Raceway until 1974, when it was sold to a private buyer. It survives today and was up for sale in 2016. Asking price: \$1.1 million. Ford sold 35 pace car convertible replicas and 185 pace car replica hardtops to the public in the Mustang's first year of production.

21. Mustang's best-selling model year

Although the Mustang was released in April 1964, and collectors refer to the first batch of cars as 1964.5 models, all first-year Mustangs are officially 1965 models. And that is Mustang's best-selling model year, with 680,969

sold. Incredibly, 1966 comes in second with 607,568 sold. In 2018, Ford sold 75,842 Mustangs.



22. Mustang's worst-selling model year

In 2009, Ford sold 46,619 Mustangs. Demand was down because everyone knew the all-new retro-styled 2010 Mustang was on the way, as well as the new retro-styled 2010 Camaro. The following year Ford sold 81,508 Mustangs, while Chevy sold 129,405 Camaros.

23. First Mustang with a functional hood scoop

The first Mustang with an open functional hood scoop was the 1965 Shelby GT350. Shelby added a fiberglass hood to the cars with an open scoop. The Mustang's first factory-installed functional hood scoop was on the 1968 428 CJ models. Just 1299 were produced. In 1969, Ford began to offer a Shaker scoop on the Mach 1.

25 Mustang Facts that every enthusiast should know

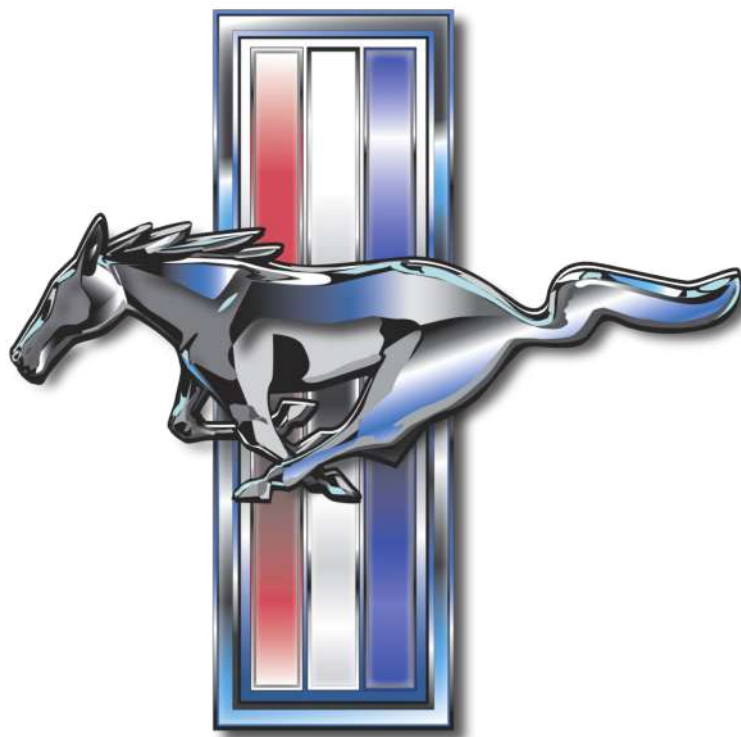
24. Most valuable Mustang

Carroll Shelby built four GT350 Convertibles in 1966, and they are now the most valuable production street Mustangs out there, worth an average of \$740,000. One in #1 (Concours) condition is worth \$946,000. With an average value of \$372,000, the 1965 Shelby GT350 fastback is second, followed by the 1969 and '70 Boss 429.



25. The First Mustang to win *Motor Trend* Car of the Year

You'd think the first Mustang to ever win *Motor Trend* Car of the Year would have been the 1965 model, or maybe the 1968. Nope, it was the 1974 Mustang II. The Ford would also win the award in 1994. Its rival, the Chevy Camaro, has also won the award twice, in 1982 and 2016.



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MY FORD
FINANCE



Ayrburn Classic Festival of Motoring

Arrowtown 21st to 23rd March

Pauline and I were at the Caroline Bay Rock n Hop where a chance meeting with Rob & Steph Fowler allowed us to attend this Fabulous event. We were asked to drive Rob & Stephanies 1952 Buick Woody Wagon to the Festival while Rob trailered his 1940 Ford cabriolet, who could say no.

With 300 cars ranging from the exotic super cars to vintage, classic and modern sports models this event has all the makings of being a great success.

Registration was Friday morning followed by a

cocktail evening for those registered which was amazing. So a little about Ayrburn. Located in Arrowtown is touted as a world class food and wine destination consisting of five top class restaurants set in world class gardens designed to be a Disneyland for foodies and wine buffs.

This festival really is amazing with entertainment in the Dell by some great artists a place to sit and relax and enjoy a wine. The winning cars paraded in the Dell on Sunday with different categories. The top American



The show Top American Car winner, a Mustang GT500

Ayrburn Classic Festival of Motoring

Arrowtown 21st to 23rd March

car a 2021 Mustang Shelby GT 500R owned by Penny Murray. I managed to speak with Penny who is over the moon about her win and she hopes to move to Oamaru soon.

This inaugural classic car show as mentioned

is amazing and is set to continue and could rival that of Pebble Beach.

Many thanks to Rob & Steph for asking us and trusting us with their Buick

Peter & Pauline Watt



Our Summer Travels

Cathy & Colin Sweetman

Over the summer, Cathy and I have been clocking up the miles with two trips to the North Island (so far) to attend car events. We have attended Americarna in New Plymouth, the Caroline Bay Rock & Hop in Timaru and the Beach Hop in Whangamata.

AMERICARNA

Our first jaunt was to Americarna in February. This involves approx. 2,000km in total which includes all of the events. Americarna has been going for 17 years and was founded by John Rae and is a celebration of American Culture and their cars. Unlike Beach Hop, reasonably modern American cars are able to take part. For Mustangs, they have to be Left hand Drive, so up to 2014 model year are allowed. We took our 2009 45th Anniversary convertible this year. As it is held in February, there were lots of opportunities to have top-down cruising. There is usually around 700-750 cars registered but this year, it was a bit lower at around 650.



We cruised up to Picton for the night then over the Strait on the early ferry (7.30am) and made New Plymouth for registration by 4pm. The first day is a cruise to Opunake



Beach and the Motor Camp for lunch. Lunch is provided by local groups. This year the local secondary school was fundraising for an overseas trip, so we were happy to support them. As we cruise along, through New Plymouth, there are heaps of people out, and especially through the small towns where the schools and rest homes all come out to cheer us along. Having so many cars in a convoy is a real thrill, especially with the enthusiasm of the locals who wave American flags along the route.

The second day, we visited a rest home in Waitara. As part of the event, you can select this option and six cars each went to 20 rest homes around the district. We took some of their residents for a run around the town for about 5-10 mins per ride and this was very well received by them. The cruises started a little later that day to accommodate the rest home visits. The afternoon cruise was to Waitara where we took over the whole main street which was closed for the event. We stayed there for two hours then motored along to Inglewood where we had a street party for four hours from 4pm to 8pm. This is really a highlight of Americarna with SH3

Our Summer Travels

Cathy & Colin Sweetman

through the town being closed along with all of the immediate side streets. Inglewood knows how to party. It has a usual population of around 3,000, but around 8,000 attend the party. The local business association has special flags made for all entrants and the public generally. There is a live band on the main corner of the town, and over 20 different food trucks, community fundraising stalls as well as the local shops, which all stay open. The cars are parked 3-4 deep over the whole width of the street and the place really rocks!



Next day it is the turn of Stratford, the main street is also closed, then onto Hawera for

the afternoon. They have street drags there as well before we return to New Plymouth. Then it is Mangorei Road. Well, this is really something. The road is approx. 3-4km long and it is wall to wall people and dress-up of both the people and their houses, schools and rest homes – they all turn out and they bring their chairs, lounge suites and BBQ's out for a memorable night. We cruise up one side of the street then do a U-turn at the top and cruise back down. There is a prize awarded for the best house. After that, there is evening cruising on the closed main streets of the CBD.

Saturday is the New Plymouth Main Street Car Show and carnival. The whole of Devon Street is closed from 9am to 3pm. With cars three across, stalls, line dancing, mini radio-controlled race cars and trucks, boats, bands etc. The event is completed with a full dinner and prizegiving at the Taranaki Stadium.

This was our third Americarna and the weather played its part (apart from about one hour on the Friday cruise). We had a great time at the event and it is really good to see how much the locals get into the daily events. It is really a must for us in our annual calendar.



Our Summer Travels

Cathy & Colin Sweetman

CAROLINE BAY ROCK & HOP

Our next major event was the Rock & Hop in Timaru. This is the annual fundraiser for the South Canterbury Hospice. We seem to be able to get to every two or three of these as they often clash with our travel to Beach Hop. This year it was two weeks earlier so no problem. We took our 1970 Mercury Cougar XR7. Now, before you say that this isn't a Mustang – yes it is. It is a full Mach One underneath, with a different but similar body on top – and there aren't as many around. Interestingly, in the USA Cougars are all part of their local Mustang Clubs and attend all of their events and shows. Perhaps something to look at over here. Anyway, I digress. The first day is Thursday with laps of the Levels track available, then it is Friday with a cruise to Geraldine. Although there were 1,000 cars registered, there were only about 300 cars on the cruise. The weather was fine, but grey and cold so that may have contributed. Anyway, a good few cars to look at in Geraldine and lunch to partake. After, it was back to Caroline Bay to line up for the evening cruise to Pleasant Point and Temuka. More cars evident and I was fortunate to get in row 2 of about 15, so I was near the front. The cruise was changed from previous years for the better and involved going through the main street both ways and a free run out to Pleasant point and Temuka. As it was freer, there was less congestion but the locals again turned out to cheer us on. At Temuka the main street was closed for a street party, which was so so, only two food carts and not much entertainment.

The main event was Saturday's car show. It paid to get to Caroline Bay early as the 1,000

cars all turned up. The weather was fine and hot with little wind so it really attracted the crowds. I would estimate that around 20,000 – 30,000 people attended, overall it was wall to wall people all day. It took long enough to get around all of the cars, but there were also over 50 stalls selling not only food and drink, but also car related merchandise and memorabilia and general items. The day was the highlight of the Hop overall. The Hop concluded with a run on the Sunday morning down to Bushtown in Waimate. I hear that the hospice made around \$160,000 so a great result for a great local cause.



Our Summer Travels

Cathy & Colin Sweetman

BEACH HOP in Whangamata

This is the event that started all of these type of events in NZ. It started in 2001 as a Rock & Roll Festival and then morphed into the Beach Hop from 2002 onwards. Always organised by Noddy Watts (who now has a KSM for his work), this was the 25th anniversary and Noddy's final fling before taking a well earned rest away from it, but knowing Noddy, he will pop up again somewhere – watch this space.

We have been going to this for the last seven years since I retired as you really need at least 10 days from Ashburton to do it justice. We take three days to get there as it is quite a distance to get there (1,200km plus a ferry trip). We had overnights at Picton and Waiouru on the way up.

As the Beach Hop is an event celebrating the 50's and 60's only pre-1972 cars are allowed to enter. Usually this is capped at 1,300, with 300 being Ultimate Pass holders and 1,000 standard. Entries become available on the 1st of October at 7am and the Ultimate's are sold out by 7.05am and the standards by 7.20am. This year, to recognise Noddy's 25th year, the entries were extended to 2,100 and those were all sold out. Again, we took our Mercury Cougar to the Hop.



The Hop starts formally on the Wednesday but the Crew and a few of Noddy's friends do school runs on the Tuesday which is a real highlight for us. There are about 15 cars only and we firstly go out to Oputere Rural School, (roll of around 150) about 15km from Whangamata. This is also an annual highlight for them as the whole school gets to take part with us giving them rides around their school field. Before we do the rides, we are hosted in their hall by the school and they welcome us onto the school and then sing for us. Noddy then answers questions from the children, then it is off on the rides.

After Oputere, we went to the Whangamata Area School where the 13 of us took the top student from each year group for rides around their field. I had the top student from Year 10 and she was very eloquent, read lots of books, was a lifeguard and didn't play video games. There is hope for the next generation if they are all like her.

After that, it was off to Beach Hop Central (the shop) to get our free T-Shirts, caps and number plates that come with the Ultimate pass. I also took the opportunity to purchase this year's official flag and pick up the limited edition large vinyl banner (one of 25) to go into the man cave.

Wednesday was another highlight. The cars line up at Williamson Park officially from 8am with a convoy departure to Waihi for the annual street party at 10am. The thing is that you need to be early. Usually we get there by 7.30am, and this year the first car arrived at 6.45am! After parking to get a good spot then you go and have a coffee or breakfast and come back to leave sharp at 10am. The convoy takes 40 minutes to cover

Our Summer Travels

Cathy & Colin Sweetman

the 31km to Waihi over one of NZ's most twisty roads. Once in Waihi, it is all on from 10.40am when the first car arrives until 3pm. There are lots of activities during the day for both children and adults alike. They also have lots of stalls and food from fundraising groups for the around 5,000 who attend. One point to note is that the first cars arrived in Waihi over an hour before the last car even left Whangamata! The Hop really stops traffic all around the Coromandel Peninsular. Every part of the main and side streets in Waihi were taken up by the cars and they even had to go up to the Gold Mine at the top of town, there were so many cars on the day. The weather was perfect and a good majority (mainly the women) dressed up for the occasion, as they do for the whole event.



Friday was the Thunder cruise to Onemana, which is where the Police turn a blind eye to the noise that the cars can make. You can remove your exhaust restrictors with immunity. They even have a special group which goes first which are over 100db as measured on their meter when you go in. The top one is well over 100, nearer 130db. With a small domain and more cars than usual it was a real nightmare fitting all of the cars in. Again perfect weather.



Thursday was a cruise to Pauanui, which is again over twisty roads. This time, we had the whole of the local airfield to park on and there were around 1,000 cars that day. Again a local event based around the Pauanui Club, with various food and other stalls and perfect weather for the day. Again, it paid to be early for the parking and as previously, the last cars were still leaving well after the first cars arrived.



That afternoon, once we returned from Onemana, we had a side get together of Mercury Cougars. We had eight of us in one

Our Summer Travels

Cathy & Colin Sweetman



8 Cougars

place, which must be a bit of a record as they are a bit few and far between now.

Saturday is main car shows day. There are 7 shows overall all around Whangamata. We, being Ultimate Pass holders were in the main street show and we paraded from Williamson Park to the main street (Port Road), where the cars were parked up on display from 10am to 3pm. The crowds were at times about 6 people deep and again, it was a dress up day both for men and women. The weather was threatening all day but no rain at all. As well as the main street show, there were the Retro Caravans, Pre-49's, hot rods, hot rods, trucks, motorbikes, slam fest and lo-riders, all comers and standard pass cars. You really cover a lot of km's on this day. There are 5 bands on all day up and down the main street and around the shows. The jet powered dragster fires up a couple of times and even the Prime Minister came for a look.

The action isn't confined to the daytime, at night there are comedy and burlesque shows,

a quiz and bands – and the cruising. They shut off the straight through option on the two roundabouts in the town and make the cars go the long way round as there are literally hundreds of cars cruising up and down each night. People park up early and stay all night to get a good view. The Retro caravans have a nightglow, which is also very spectacular – there is really non-stop entertainment all week.

Sunday is the Retro fair at the park with lots of stalls and giveaways, then at 12pm it is all over and people start making their way home.

Oh, did I mention that they also gave away a 1966 Mustang, a new Harley Davidson and \$10,000 cash to lucky winners – you had to be there.

The Beach Hop is the original and still the best car show in NZ and possibly ranks up there as one of the best in the world. When we were in the USA last year at the Cruisin' for a Cure car show (the largest one-day car

Our Summer Travels

Cathy & Colin Sweetman

show in the world), I met Mr Meguiar, of Meguiars car care products. He told me that per-capita, NZ has the highest ownership of classic cars in the world. Beach Hop certainly portrays this. Whangamata is a town of 3,000 people but has 110,000 people in the town for the Hop. There really isn't any more to say!

It was then home to a total of 3,000km in a 55 year old V8. No oil or water used at all, but a bit of petrol. Well you can't have everything. No electric cars were seen or heard at the Hop. Best thing.



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Supercars Ford Mustang Sweeps 2025 New Zealand Weekend at Taupo, 12th April (Ford Authority)

The Ford Mustang GT absolutely dominated at Taupo, New Zealand, April 13th, 2025 – in fact, six different Supercars Ford drivers across four teams dominated the podium in each of the weekend's three rounds.

Matt Payne was the talk of the grid in New Zealand. The young driver of the No. 19 Supercars Ford Mustang beat the field to the line not once, but twice, earning the victories in Race 8 and Race 10 of the 2025 Australian Supercars season. Payne's wins bookended Chaz Mostert's own, when he brought the No. 25 Mustang home first in Race 9.

Not only did Payne walk away with a pair of first-place trophies, he laid claim to the Jason Richards Memorial Trophy, which is named in honour of a New Zealand racer who died at age 35 from cancer. Payne was thrilled with the honours, saying, "That's probably the one I wanted most. I probably spent most of the day thinking about it. Finally getting that in our hands is super-special."

Payne moves to third in the overall points standings. He tails fellow Supercars Ford driver Cam Waters, whose No. 6 Mustang had a quiet weekend in New Zealand. Will Brown, driver of the No. 88 Chevy, maintains the series lead.

Both podiums in Saturday's twin 31-lap sprints belonged to the Supercars Ford teams with Payne, Waters, and Ryan Wood up front in Race 8; Mostert, Will Davison, and Brodie Kostecki brought their Mustangs to the podium in Race 9. On Sunday, with Payne again up front, the all-Ford podium attempt was spoiled by the second-place Chevy of Cameron Hill, who beat Mostert across the line for the runner-up spot.

Kostecki is a recent addition to the Supercars Ford stable, joining Dick Johnson Racing this year. He was thrilled to be doing battle near the front of the pack again in New Zealand, saying, "A lot has gone into this. And this is just the start."

Ford is off to a strong start in the 2025 season, when Waters went three-for-three in Sydney.



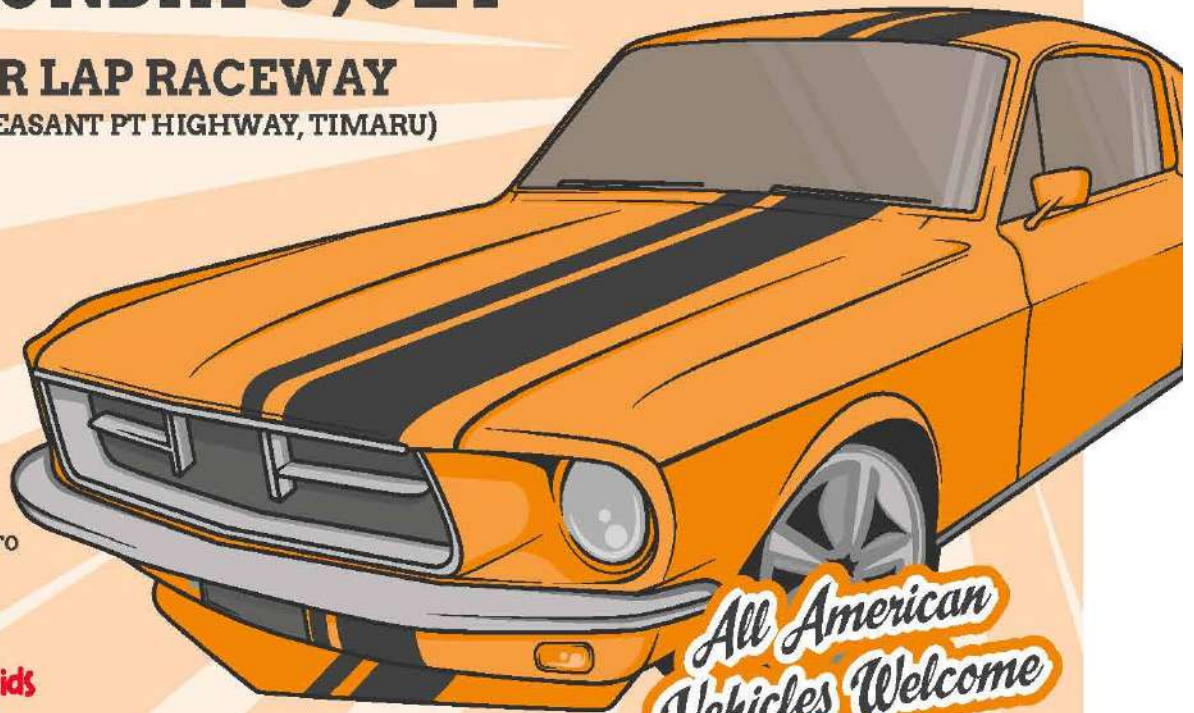


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2025

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