

MUSTANG NEWS

Mustang Owners Club of Australia (Queensland) Inc.

April 2021



The Mission Statement of MOCA Qld

"To share Ford Mustang experiences, whilst enjoying the fellowship of like-minded people"

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QUEENSLAND MUSTANG NEWS

Mustang Owners Club of Australia (Queensland) Inc.

PO Box 8390, Woolloongabba. QLD. 4102

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(Blue Card Co-Ordinator)

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SHELBY REGISTRY

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Phone: 0414 507 742

shelbyqld@inet.net.au

MACKAY REP. - Kenny Carroll

Phone: 07 4942 2379 or 0409 422 379

The club does not offer car hire, so to avoid disappointment please do not contact us if you are looking for a Mustang for a wedding or formal. You should also be aware that MOCA Queensland does not give valuations or endorse the quality of vehicles being offered for sale. MOCA Queensland accepts no liability whatsoever for a purchase decision made by individuals acquiring motor vehicles.

Official Magazine of The Mustang Owners Club of Australia (Queensland) Inc.

MEMBERSHIP

Application forms may be downloaded from our website www.qld.mustang.org.au and sent to the Club Secretary with the relevant payment. Membership Fees are as follows:-

\$85 for New Membership between 1st July and 31st December (\$25 joining fee + \$60 annual fee)
\$55 for New Membership between 1st January and 30th June (\$25 joining fee + \$30 - 6 months fee)
Any application for membership received for a 6 month option before January will be held until January 1st for processing unless the new member wishes to pay the full year membership fee
\$60 for Annual Membership Renewal

Membership renewals are due and payable on the 1st July each year.

Should payment not be received by 31st August, those Members will be deemed "un-financial" and removed from the Club database. Full application procedure and costs will be required to rejoin the Club.

20 & 30 year Membership Recognition Awards for Members reaching these milestone will be awarded as near as possible to the Member's Anniversary Date
Regional members will be contacted and have their award posted to them.

CLUB MEETINGS

Monthly Meetings are held on the 4th Wednesday of each month (unless notified) at the Clubrooms in Jean- Howie Drive, Morningside (off Bennetts Road). A sausage sizzle is available from 6.30pm and meetings shall commence at 7.30pm.

CLUB MERCHANDISE

We have a selection of men's and ladies shirts in various sizes and many other types of Mustang related Merchandise. To purchase or enquire about such items, contact the Merchandising Officer.

ADVERTISING

PRIVATE CLASSIFIEDS: Private Classifieds are advertisements placed by those selling their own goods, no longer needed goods, not goods purchased for resale either privately or as part of a business activity.

Club Members are invited to place advertisements in the "Pony Classifieds" section free of Charge. Each advertisements will appear in the magazine for two (2) consecutive issues, whereupon it will be removed and may be re-submitted if required after one month.

Non-Members may also advertise for a fee of \$25.00 for a basic advertisement, or \$35.00 if a photograph is included. Each advertisement will appear in the magazine for two (2) consecutive issues, whereupon it will be removed and may be re-submitted if required after one month, with a further payment of \$25.00 or \$35.00 as the case may be.

TRADE ADVERTISEMENTS: Display advertising in the Queensland Mustang News is open to members and non-members alike for low rates. Display and prices are as follows.

| | | |
|---------------|-----------|----------------|
| BLACK & WHITE | Full Page | \$240 per year |
| | Half Page | \$120 per year |

| | | |
|--------|-----------|-----------------|
| COLOUR | Full Page | \$480 per year |
| | Half Page | \$240 per year. |

CASUAL TRADE ADVERTISEMENTS: Monthly Casual Rates are as follows

| | | |
|---------------|-----------|----------|
| BLACK & WHITE | Full Page | \$102.50 |
| | Half Page | \$ 60.50 |

To place your advertisement please contact the Magazine Editor directly. Payment must be received by the Secretary before advertisements can be placed [.www.qld.mustang.org.au](http://www.qld.mustang.org.au)

MUSTANG OWNERS CLUB AUSTRALIA (QLD) INC

GENERAL MONTHLY MEETING MINUTES: 24th March 2021

MEETING OPENED: 7. 46pm

PRESENT: As per Attendance Book

APOLOGIES: Marg Moran, Ric & Di Dunford, Georgina Elliott-Nelson, Neil De San Miguel. Errol Gordon, John Greene

NEW MEMBERS:

MINUTES OF FEBRUARY MEETING

Moved: Martin Schmidt & 2nd David Irving

Passed by the majority of members present.

BUSINESS ARISING FROM PREVIOUS MINUTES: Nil

TREASURERS REPORT:

Moved: Sue Clark & 2nd Dave Irving

Passed by the majority present.

INWARD CORRESPONDENCE:

New Membership Applications from: Neil Hallows, Neil & Mary Rowan, Nathan Usher & Gillian Self

Australia Post Account

First Data Merchant Statement

Corvette Newsletter. Pony Express & Mustang S A

Club House Insurance Renewal

OUTWARD CORRESPONDENCE:

MEMBERSHIP DRAW: Alan Messenger (again)

MAGAZINE: Robyn stated all was good, has been getting some extra articles from members which is making reading a little more interesting

MERCHANDISE: Ed stated that we have had to order new style Club Shirts as the current style is no longer available.

RUN CO-ORDINATOR: Marice Saunders gave the report on the March Run in Neil's absence and also reminded members of upcoming runs to Colleges Crossing 4th April, and Mothers Day Run, May 2nd to Cleveland Sands Hotel.

Alan spoke to members on the organising of the "Rum Run" to Bundaberg. Have had contact with one of the motels there and also Bundaberg Rum Distillery will open for group members late Saturday Afternoon

OTHER EVENTS: Any details are on the website or in the magazine

MIDMONTH RUN: Alan read out a report from Georgina regarding last run, which was impacted by weather, next run will be to Clear Mountain Lodge 21st April not 14th as stated in March magazine. Contact details in magazine and on website.

BAR REPORT: Rob commented the bar was well Stocked and Cold.

SOCIAL DIRECTOR: Raffle tickets still available.

MEMBERS PRESENT AT THE MEETING WHO ARE CELEBRATING BIRTHDAYS THIS MONTH WERE GIVEN AS FREE TICKET IN TONIGHT'S RAFFLE: Marice Saunders

QHMC: Report had been given to Alan by John Greene, Alan gave a summary of the report that was focused on vehicle modification, the impact on the location of the fifth wheel for towing trailers, and loads on vehicle roofs.

NATIONAL DELEGATES: MOCA National will be holding their April Meeting (normally held during Nationals), via a Teleconference

GENERAL BUSINESS: Impromptu Runs was spoken on by Ed, Facebook has a member only section now that will be used to publicise impromptu runs for Members driving SIVS registered cars. A notice will be placed in the April Magazine asking those members wishing to join this Closed Facebook group to contact either Ed or Robyn with their email address.

Martin brought up the subject on how difficult it was for some members to keep up with the group vehicles at the last run (Memorial Run). He felt that some effort should be made by all involved to keep every vehicle in sight and perhaps by keeping the speed down somewhat.

A motion was put by Sue Clark and seconded by Carolyn Irving that a quote be sourced to have a path to Clubrooms built from carpark to stairs. Motion passed

ROLE DESCRIPTIONS:

RAFFLES: 1st Robyn M, 2nd John Binge, 3rd John Turner, 4th Ray Saunders, 5th Rob Consoli, 6th Carolyn Irving

Next Meeting: 21st April 2021 @ 7.30pm

Meeting Closed: 8.50pm

Robyn M for

Margaret Moran

Secretary

From the Editor

As most people are aware I endeavour to get printed copies of the Magazine to those people who do not have internet before the next club meeting

Consequently the very latest I will accept copy is late Wednesday afternoon the week before our Club meeting which is held on the 4th Wednesday of each month, and have it to the printer by start of day on Thursday. Naturally I do prefer to receive important copy giving me plenty of time to add to the magazine.

I will also stockpile articles to be used as what I call "page fillers". So, if I do not print your contribution straight away please do not despair as I will get around to it in time. The reasoning behind this is the fact that I must produce pages in multiple of four for ease of printing.

Rushing to produce a magazine, does I have found result in errors, which is not a good look!

Thank you for your understanding

Robyn Messenger

FROM THE PRESIDENT,

Welcome to the April 2021 Magazine

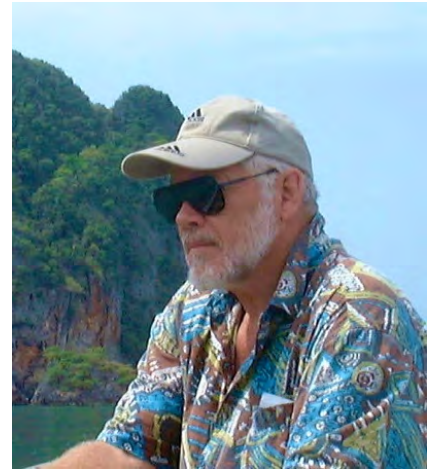
The Club is now holding regular meetings at the club rooms, a premeeting BBQ will be available from 6.30pm ready for meeting start at 7.30pm. The only criteria I put on you if you are attending the meeting, is that if you are displaying flu like or Covid-19 symptoms MUST NOT attend.

Any member should feel free to wear a mask if that is your preference.

The planning of a run to Bundaberg (The Rum Run) in June is now well underway. So far local members with 19 cars and 2 Bundy area members have expressed interest, and paid deposits, but we have room for a few more.

To reiterate the run

- It will be a 3 day and 2-night event
- At this time the main group will leave Brisbane Saturday morning and return Monday.
- Some members will leave Friday, some need to return Sunday others will stay longer, all options are OK,
- We have a tour of the rum distillery booked for 3 pm Saturday.
- A BYO (food and drinks) BBQ at the motel Saturday night.
- On Sunday we will visit the Hinkler Aviation Museum and Botanical Gardens, and the Barrel (Bundaberg Brewed Drinks).
- Then travel home Monday.



Last month I requested you all not to be anonymous at club meetings and on runs. The response was great, the majority of members attending the March general meeting wore a club shirt or MOCA concours shirt and their name badge. For that I thank you, please keep this up.

Unfortunately, the April run to Colleges Crossing had to be cancelled due to inclement weather and a flood warning. Ironically this is the second time this particular run has had to be cancelled; however, Neil is determined to make this run happen later this year.

The next run will be on **Sunday May 2nd** a Mother's Day Run, to Cleveland Sands Hotel, full details of this run are published further in this magazine. Please ensure you RSVP Neil if you are attending.

And in closing we have introduced a new run register for all runs, monthly mid-week and any other run organised by MOCA Qld. The new form **MUST be completed by ALL attending members and guests/visitors**. This form makes us compliant with the Government Covid guidelines for contact tracing. Please ensure you fully complete this form for each member of your party. If you are unable to remember your Membership number, please contact the Membership Secretary.

Please **Stay safe and Play Safe**

Alan Messenger. April 2021





ANNUAL CLASSIC 2021

Best Classic Mustang 64-73

Best Classic Falcon 66-76

Mustang Auto Parts would like to extend an invitation to all **Classic Mustang and Falcon** owners to our first **Annual Classic - Car Competition.**

This is the perfect opportunity to **showcase** your classic pride and joy and a chance to win some **great prizes!**

Visit our website to learn more.

WWW.MUSTANGAUTOPARTS.COM.AU

CLUB RUN CALENDAR

The Club calendar is designed to assist members planning ahead for designated runs and Club related activities. Club Person of the Year points are assigned for these events. The Club Run is generally held on the 1st Sunday of each month with a "rain date" set for the following Sunday. If for any reason there is a change to an advertised run, details will be in a Coming Events page on the Club website at www.qld.mustang.org.au. The Club Calendar lists designated events / activities and these are therefore

| APRIL 2021 | MAY 2021 | JUNE 2021 |
|--|---|--|
| | Sunday 2nd _ Mother Day Club Run to Cleveland Sands Hotel RSVP - 24 APRIL 2021 | Sat. & Sun 5th & 6th "Bundy Rum Run" RSVP - TO NEIL |
| Wednesday 28th - MOCA Qld Club Meeting | Wednesday 26th - MOCA Qld Club Meeting | Wednesday 23rd - MOCA Qld Club Meeting |
| JULY 2021 | AUGUST 2021 | SEPTEMBER 2021 |
| Sunday 4th - Western City Limits Cruise. Picnic Lunch at Colleges Crossing RSVP - 26 June 2021 | | |
| Wednesday 28th - MOCA Qld Club Meeting | Wednesday 25th - MOCA Qld Club Meeting | Wednesday 22nd - MOCA Qld Club Meeting |

Mustang Owners Club Plates



Are you wishing to purchase MOCA number plates for your Mustang?
PPQ have these plates available!

The criteria for purchase of these plates is

- 1. Plate Combination:** Three letters & two Numbers - Which can be displayed as **12ABC or ABC12**
- 2. Plate Fee:** \$495 per set. This is a one off fee and members will own the combination for life
- 3. Minimum Order:** There is no minimum to purchase, Members can purchase as many combinations as they wish. PPQ may look at offering a small discount if you wish to purchase 2 or more combinations

**Mat Scarborough (Business Plates Manager) at PPQ will be happy to answer any questions,
He can be contacted on - 07 3333 3906
Email - mathew.scarborough@ppq.com.au**

*Lastly, if a member is interested in purchasing a plate combination, as in the above design,
PPQ will require written approval from the Club for the use of the design*



MOCA Monthly Club Run

Sun 2nd May

MOCA Qld inc Sanction No: MQS210530515



Please remember Covid 19 Gov rules apply

“Mother’s Day” Lunch Run



Cleveland Sands Hotel

Bloomfield St &, Middle St, Cleveland QLD 4163

Meeting Point: MOCA Clubhouse, Jean Howie Dr, Morningside QLD 4170

Arrival Time: 9.30 am

Departure time: 10.00 am

Destination: Cleveland Sands Hotel

Arrival Time: 12.00 pm



RSVP 24-04-21

Neil.De San Miguel

Text: 0417 577 017

moca.runcoordinator@gmail.com





MOCA Qld (inc) Monthly Club Run **Sun 4th July, 2021**

Western City Limits Cruise **Picnic lunch at Colleges Crossing** **Please remember Covid 19 Gov rules apply**

Meeting Point: BP Truckstop Archerfield Arrival time: 9:30 am

Departure time: 10:00 am Destination: Colleges Crossing

Drive time: Approx 1.5 hr

Cruise through the scenic western city limits and surrounds and finish up at Colleges Crossing,



Bring: a Picnic basket, cook
up a storm on the BBQ,
Or order on site



On Site Café



Enjoy A stroll, or just take in the scenery



Reminder to Bring:-
Walking Shoes, sunscreen, hat, sunnies

RSVP 26-6-21

Neil.De San Miguel

Text: 0417 577 017

moca.runcoordinator@gmail.com

MOCA Qld inc Sanction No: MQS210430410





MOCA Qld Inc. Monthly Club Run **June Weekend 5th - 6th**

Please remember Covid 19 Gov rules apply

“Rum Run”

Brisbane to Bundaberg Weekend Run

Meeting Point: Shell Nudgee with bump ins along the highway

Arrival Time: 7.30 am **Departure time:** 8.00 am

Destination: Bundaberg via two stops

Proposed Itinerary

SATURDAY

Depart Brisbane (Nudgee) 8.00am
Morning Tea/pit stop at Gympie
Lunch stop at Maryborough
Arrive Bundaberg to settle in to Motel
Followed by visit to Bundaberg Rum Distillery



A group get together BBQ in the evening at the motel BYO food and Drinks

SUNDAY visits to

*Bundaberg Brewed Drinks
Hinkler Aviation Museum
Botanic Gardens
And possibly the Kallki Moon Distillery and Brewery*



The remainder of the day and evening meal will be as per your own arrangements

For the return drive we are leaving you to your own devices, maybe a few cars can arrange to travel together.

Even though booking has closed we may have room for a few more cars just contact Neil.



Neil.De San Miguel

Text: 0417 577 017

moca.runcoordinator@gmail.com

MOCA Qld inc Sanction No: MQS210730667



Re: New MOCA -QLD Facebook - Closed Group Run Page.

Welcome to the new “Members Only” MOCA QLD Club Run Page.

Well, it has taken a long time to get this sorted, in part due to my lack of fully understanding of Facebook and luckily for us all Robyn Messenger was able to assist greatly.

As the name of this page suggests, it's a closed **members only group page**, that we intend to see if we can use for impromptu runs as well as sharing info and images of our other club runs etc.

Currently, we have two (2) page administrators (being : Robyn Messenger and myself Ed Callander) and we may look towards enlisting one or two others due to our current workload with the club – if you are interested in becoming a page administrator, please bring it to our attention.

If you wish to participate on this page, you will first need to click like and follow our main Mustang Owners Club Facebook page. You WILL then be sent an invitation to join this closed group page.

Some housekeeping rules for this page are being set out, as we don't want it to get out of hand like some social media pages tend to display.

Please read and adhere to the rules, as we seriously do not want to have to ban any members from this group.

However, should any member be found not adhering to these rules your access will be removed, and it will then be entirely up to the administrators and the club management committee to allow access back into the group page.

Rules to be applied to this closed group page:

1. Please, there is to be NO swearing within any postings on this page – ZERO tolerance !
2. There is to be NO rude, crude, or nude posts – ZERO tolerance !
3. This closed group page is only for shared information about runs or events that members may want to participate in, there is to be no bickering, as it can and usually does wreck the good work of others that is to be shared and enjoyed.
4. The administrators have the right to remove posts deemed to be not relevant or against the boundaries of the group page intentions and their actions are final.
5. Above all else – keep it fun and inclusive, so we can all enjoy the shared experience of getting out in our Mustangs.
6. Anyone posting an invitation to an impromptu run must adhere to the club rules that surround arranging an impromptu run or club run idea. Please refer to these rules on the club website.

Kind Regards

Ed Callander

Vice President - MOCA QLD

MID WEEK RUN REPORT

17th March to Tamborine Diner

We originally had 34 people going but ended up with only 17 turning up as half cancelled at the last minute due to the rain which was a shame as they missed out on a lovely day at a great venue with amazing food .



thoroughly enjoyed themselves and said we will definitely have to come back again , hopefully the weather will be better next time! 😊

Georgina Elliott- Nelson

We took it slow going there and up the mountain doing about 10kms under the speed limit the whole way just to be safe .

We had our own private dining room with a bar and were surrounded by Elvis memorabilia and other awesome Pictures on the walls setting the mood for that era.



The servings were extra large and very reasonably priced and they had a lot of variety to choose from, everyone was flat out getting through their meals but



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EVENT OF INTEREST CALENDAR

This calendar is designed to assist members in planning ahead for events that have been sanctioned by the Club, other than designated Club Runs and not necessarily organised by the Club. Club Person of the year points are not assigned for these events. There is more detail about each event on the following pages, including the location and time to meet and the contact details for the club member who has volunteered to organise the Club's participation in the event. An RSVP to the organiser and / or the Run and Events Coordinator will make their job easier and is the classy thing to do.

| APRIL 2021 | MAY 2021 | JUNE 2021 |
|--|---|---|
| <p>Wed. 21st - Mid-Month Fun Run Clear Mountain Lodge <u>Sanction No - MQS210850521</u> RSVP - 18 April 2021</p> | <p>Wed. 19th - Mid Month Fun Run Gold Coast Motor Museum <u>Sanction No- MQS210850521</u> RSVP-16th May 2021</p> <p>Sunday 23rd - 2021 Mac's Bridge Sports & Classic Car Festival Qld Rifle Belmont Range <u>Sanction No. - MQS212750525</u></p> | <p>9 - 13 2021 Downunder Beachfest Caloundra Cricket Club <u>Sanction No. - MQS210650969</u> 9 - 13 Cooly Rocks On 2021 Coolangatta <u>Sanction No - MQS210750678</u> Sunday 20th - Sunnybank Hills Rotary Show & Shine Mt Gravatt Showgrounds <u>Sanction No.- MQS214450744</u></p> |
| JULY 2021 | AUGUST 2021 | SEPTEMBER 2021 |
| <p>18th - All Ford Day SEQ - Willowbank Raceway Register & Pay Online <u>Sanction No. MQS21185074</u></p> | <p>Sunday 29th - Peak Crossing Details to be advised</p> | |

PEAK CROSSING

Sunday 29th August 2021
A DAY IN THE COUNTRY
TO SUPPORT LOCAL CHARITY
KEEP THE DATE



Mark Buchanan
www.marquephotography.com.au

MOCA (QLD) Mid -Month Fun Run
Wednesday 19Th May
Gold Coast Motor Museum
107 Kriedman Rd Upper Coomera

Situated in the picturesque Gold Coast Hinterland on an unused farm , the museum which only opened on the 2nd October 2020 is a car lovers paradise with a selection of around 65 plus cars of all makes and models most in pristine condition, it also has a 5 star Americana style Bar & Restaurant which also has a mini museum inside taking you back in time, with a 1924 Stanley Steamer taking centrepiece.

The museum is run by two bothers who have been collecting cars for over 10 years and they certainly have an impressive collection which they try to alternate on a regular basis bringing in different cars from Garage 25.

Cost is \$20 to enter the Museum but you certainly get your money's worth with hundreds of different cars to look at!

Look forward to seeing you there !

Meeting place: Repco Max, 60 Moss St,
Slacks Creek

Meeting time : 10:00am for 10:30am
departure

Sanction No: MQS210850521

RSVP: by Sunday 16th May

Contact : Georgina Elliott-Nelson

Email: georgie.68@bigpond.com

Phone: 0417 605 136



COVID 19 GUIDELINES TO BE STRICTLY FOLLOWED

MID WEEK FUN-RUN REPORT 21/4/2021

CLEAR MOUNTAIN LODGE”

We had 12 cars and 23 eager Mustangers meet at the Shell Nudgee at 1030am ready for our departure at 11am, we had a short briefing where I handed out the directions and also a menu for us to look at, so we were organised with our food choices on arrival.

One by one we left in an orderly way onto the gateway, speed was kept respectable, so we kept together and set a convoy in motion, an enjoyable but short drive though Brendale and into the country with a few curves along the way.

We arrived on time at 12:00 and were promptly shown to our tables by Renae and Jackie.



The service was exceptional with the food to match and above all great company which is what the club is all about!

The views? Well, I suggest you visit yourself as they are so unique, and I don't want to spoil it for you!

Happy Mustanging!!

Bob Gillmore



Happy Birthday to those Members Celebrating their Birthday this Month.....

Abel Stolz
Anna Rendell
Brian Potton
David Briggs
Elaine Hall
Greg Storey
Jacqui Stubbs
John Smith
Ken Peck
Mal Thatcher
Mary Rowan
Peter Spann

Allan Rogers
Barb Cruickshank
Carol Chard
David Chard
Estela Van Zetten
Guiseppe Bucci
Janelle Hillberg
Judy Cunningham
Kerry Carroll
Margaret Moran
Mick Thomas
Philip Paff
Rebecca Green
Reg Coleman
Sandra Whitney
Sophie Cavanagh
Tharyn Daly

Vanita Nicholson

Armanda Stutzka
Brett Elliott
Cheryll White
Debbie Bowles
Gordon Baxter
Gwyneth Sherrell
Jason Wallis
John Russell Wilson
Ky;ie Maguire
Mark Hitchings
Nicholas Xecanas
Phillip Rizzo
Rachael Tovell-Soundy
Richard Morton
Sharon Coughran
Sue Hitchings
Traci Booker
William Collins

Andrew White
Brian McKay
Chris Oliverf
Debbie Walker
Grace Spelta
Holly Barnes
John Nyman
Kay Morris
Lisa Grimato
Martoin Schmidt
Peter Buckingham
Ray Scales
Rebecca Fidge
Russell Johnstone
Simon Parr
Sue Taylor
Trish Bylett



MOCA Queensland Welcomes the Following New Members.....

Nathan Usher & Gillian Self - 2020 Velocity Blue GT Fastback

Neil & Mary Rowan - 2017 Ruby Red GT Coupe

Charles Leftwich & Eliana Olaya - 2020 Velocity Blue GT Coupe

Glen Gattenhof - 1965 Ivy Green GT Coupe

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Email: daniel.hildebrand@sunshineford.com.au
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**Queensland Government Response to Transport and Public Works
Committee Report No. 42
Inquiry into Motor Recreational Activities**

Introduction

The Transport and Public Works Committee (the Committee) tabled its report, *Inquiry into Motor Recreational Activities*, on 31 August 2020.

The Transport and Public Works Committee Report No. 42 focused on the contribution of the motor recreational activities (MRA) to Queensland, and in doing so looked at the volume and range of MRAs currently practiced by, and available to the people of Queensland.

Recommendation No. 1

The Committee recommends the Queensland Government investigate options for developing an opt-in electronic notification scheme for motor recreational activities activity information.

Government Response: Not Supported

Recommendation No. 2

The Committee recommends the Queensland Government investigate options for including motor recreational activity events on the Tourism and Events Queensland website calendar.

Government Response: Supported in-principle

Motor sporting events that provide a direct service or experience to the leisure tourist are able to create a free listing on the Australian Tourism Data Warehouse which feeds through to the *It's Live! in Queensland* calendar of events on TEQ's consumer website *Queensland.com*, as well as provides exposure on Tourism Australia's *Australia.com* website.

More information is available through the link: <https://teq.queensland.com/industry-resources/marketing/atdw/events>

Recommendation No.3

The Committee recommends the Queensland Government investigate options for extending the road test radius for Special Interest Vehicle Scheme vehicles from 15 kilometres to 50 kilometres from the home address or point of repair.

Government Response: Supported

Road testing of SIVs is an important function to assess work that has been undertaken during any repairs or maintenance. As such, the SIV scheme includes provisions for on-road testing, limited to a 15-kilometre radius from where the vehicle is garaged or is being repaired. This restriction does not limit the time or distance that can be travelled to road test a vehicle, if it is within the required 15-kilometre radius.

Further, the restriction does not limit travel from home to or from a location where the vehicle is being repaired, as long as this travel is justifiable and reasonable. This provides flexibility for those in rural and remote areas who may have to travel significant distances for vehicle repair

Recommendation No.4

The Committee recommends the Queensland Government consult with the Commonwealth and state and territory jurisdictions to achieve consistency across jurisdictions during the *Road Vehicle Standards Act 2018 (Cwlth)* implementation process in regard to registration and use of left-hand drive vehicles.

Government Response: Supported in-principle

TMR is currently working with other jurisdictions to identify the best approach to registering left-hand drive vehicles that are imported into Australia under the *Road Vehicle Standards Act 2018 (Cwlth)* (RVSA).

TMR is committed to achieving the best outcomes for vehicle owners, while balancing this with appropriate regulation of vehicles which access the Queensland road network.

This requires consideration of factors such as how any new policy impacts the number of left-hand drive vehicles on the network and how this may affect safety for both the occupant of the vehicle and other road users. Possible safety issues that are being considered for left-hand drive vehicles include:

- ☐ reduced visibility for overtaking
- ☐ reduced visibility of road signs and traffic lights that are designed and placed for right-hand drive vehicles
- ☐ reduced visibility for turning right across traffic
- ☐ reduced visibility of pedestrians crossing from right to left.

Recommendation No.5

The Committee recommends the Queensland Government investigate, as a matter of priority, the reclassification of go-karts as a motor sport activity.

Government Response: Supported in-principle

Recommendation No.6

The Committee recommends the Queensland Government investigate options for implementing a concessional stamp duty scheme for vehicles which have undergone restoration at their owners' expense and where ownership is retained.

Government Response: Not Supported

Recommendation No. 7

The Committee recommends the Minister for Transport and Main Roads consider raising the matter of undertaking a review of the luxury car tax scheme with his federal counterparts.

Government Response: Supported

Recommendation No. 8

The Committee recommends the Queensland Government investigate options for developing a range of training programs for the general public, including those new to motor recreational activities, to enhance participant safety.

Government Response: Supported

Member Profile - Raymond Ho of Chermside West



So, tell us what you have got?

A 1966 Mustang 289ci, C code hardtop with a C4 Auto and a 2.8:1 differential. The car was initially cherry apple red with a vinyl roof but is now resprayed in 1965 ragoon red with an entirely white pony seat and door trim.

The previous owner brought the car into Australia in 2018 and for two years did a great job in restoring the body and trim, reconditioning the differential and transmission. So now I have taken it over with a focus on fixing the tired old engine. It has done about 32,000 miles but who knows how many times.

When and where did you purchase your Mustang?

September 2020, in Toowoomba, I found it on the Mustang buy/sell Facebook group.

What motivated you to buy your Mustang?

I owned a few Aussie V8s, then later moved towards European V8s, so this time I thought an early American V8 would be fun and iconic.

I liked the idea that these V8s are simple, parts are readily available, and I could do some of the basic work myself.

I tried to find a 64-1/2 (for the year when I was born) however, there were not any suitable models at the time, until I found this 66. The body

was restored quite well and had retained a reasonable classical shape, line, and colour.

This car came from the San Jose plant and lived its life in Palm Springs, it is a relatively dry environment and so had virtually no rust.

Work in Progress – what have you done to your Mustang?

It has only been a short time, but I have had the engine heads refurbished and had reinforced the valve seats and guides so running on unleaded is not much of a problem.

I changed to electronic ignition. The cooling system was upgraded to a 3 core, 5 blades with a 3" shroud as these old mustangs are notorious for running hot in traffic.

I installed Jack Beedham's customised extractors with a 2 1/4" stainless steel balanced exhaust, adding a large 4-barrel carburetor with a performance inlet manifold.

Although I was highly reluctant to do this, I changed the seat belts front and back to a 3-point system and had the car fully registered as a 5-seater.

The future will be to do a total rebuild of the motor and upgrade the brakes.



What do you enjoy about your Mustang?

I love the left-hand drive; it reminds me of driving in the US and Europe. I like having that old

school driving feel and sound of rough and ready. With the windows down going for a cruise, especially at night is a lot of fun.

The car's mechanical simplicity is a huge bonus and I really like the nostalgic look of the first-generation mustang.

When and why did you join MOCA Qld?

I joined last month to learn more about mustangs and associate with people of similar interests in cars and of course to go on cruises.

What do you enjoy about being in MOCA Qld?

It is a well-organised professional club with respectful and diverse members and additionally with a good range of professional sponsors (that is how I found Jack Beedham).



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April
2021

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Ed's Polishing Tips – Polishing machine review

After many years of trying various methods and machinery I can personally vouch for the Rupes polishing buffing machines.

If you haven't heard about them before, do your own investigation on them. You will not regret it. They are not cheap but many professional car detailers refuse to use anything else and as the saying goes you get what you pay for.

Whilst my Bigfoot machine is a previous model (3-4 years old) , I can personally testify they do an awesome job at keeping those swirl lines at bay – especially on our 1969 Black Mach 1

They have a full range of products to support their main hero product as well. I don't sell them but certainly don't have any problem recommending them.



Member Profile Stewart Rendell & Theresa Fox

Your Full Name & Suburb / Town? - Stewart Rendell and Theresa Fox in Burpengary

So tell us what you've got? - she's a 1972 (I think) Mustang convertible, running a 460 4V cid and a C6 transmission. She's got 4 power windows and power roof, converted to RHD. I've also a 1965 XP Falcon Hardtop... so for older metal a blue oval fan.

When and where did you purchase your Mustang? - I bought the Mustang from a guy in Boona south west of Brisbane in November 2020. I understand the car is originally from Townsville as a neighbour recognised it - and not only that, he brought a few photos from the 1980s of the car at a get together in Townsville.



What motivated you to buy your Mustang? - I was looking for a 2nd classic and had V8 and Ford on my shopping list and was considering a Landau or XW variant, but the Mustang popped up and I saw it as something different - so she grabbed me.

Work in Progress – what have you done to your Mustang? - When she was converted to RHD it appears some corners might have been 'shaved' so some rewiring behind the dash and in the engine bay has kept me busy... I've removed the factory gauges (non-functioning) from the centre facia panel and modified the panel to accept 52mm VDO gauges. A new PCB and LED lamps for the instrument cluster. A push to start button had been grafted in as the ignition switch had a bad contact - so replaced with a new one and found in the process that the steering column is a GM product fitted with a Camaro / Nova steering wheel (which I didn't twig immediately) so now have a Volante leather 14" steering wheel and the correct boss adaptor to fit with a Pony horn button from CJ Pony Parts in the USA. She's going in for a front end rebuild once I get the dash back

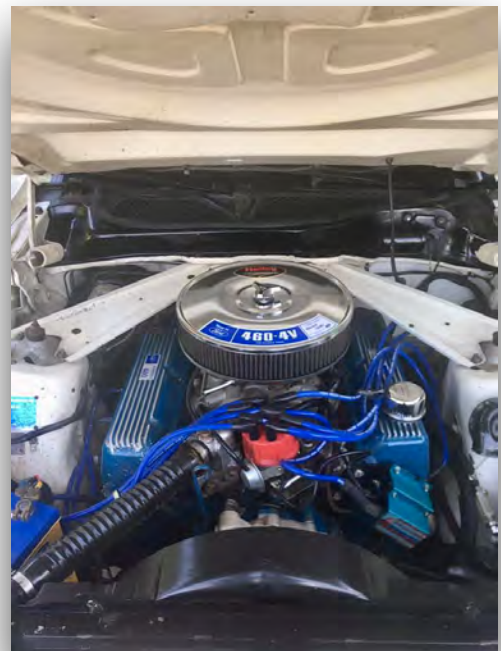
together and then it's cruise time :) There is an air conditioner fitted to the car but the compressor and hoses are long gone - so would like to see if I can get that back in action at some point....



What do you enjoy about your Mustang? - I like old cars and I've never had anything to do with Mustangs before, so this is a voyage of discovery... So far so good.

When and why did you join MOCA Qld? - I'm a member of the Blacktop Cruisers which is based Northside of Brisbane but wanted to know more about Mustangs and the people who have them and saw this club as a great opportunity to do just that. And I'm hoping that those with more knowledge and experience with Pony cars might be able to tell me more about my car and the model in general. My partner likes old cars as well, so she's looking forward to meeting new people as well!

What do you enjoy about being in MOCA Qld? - It's early days, but, the welcome has been fantastic even though we've not been to a run as yet.



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The Car in Question.....

The car in question was an XD Falcon and you may wonder why I'm writing about it in a Mustang magazine. As we all know, the early Mustangs were closely based on the Falcon floor pan, engines, gear boxes, even the instruments in the first year or so. Later the pendulum swung back the other way --- the Falcon GT's were assembled using many parts from the Mustang parts bin, so the two are closely related.

The body shell on this XD was as stamped out by Ford, but everything else was new and had been carefully upgraded to the max ---- actually, beyond the max, as too much was judged to be only just barely enough.

This thing was a beast and could only be driven on public roads by people who didn't value their licence and looked forward to paying heavy fines. Fitted with an alloy headed 427, 5 speed g/box, discs all round, massive tyres/wheels, this was the family car Ford never imagined.

Anybody wanting to drive this thing would have to be as mentally challenged as the owner, Garry Oppermann. Fortunately, I am and couldn't wait to have a go.

It really hit all the sixes --- 600 ft.lbs. of torque, 600 + HP, and 6,000 rpm. As we thundered along on our test Garry kept urging me on --- more, more he yelled and he was right. There always was more, much more. No matter what gear this car was in or what speed one was doing, it accelerated like there was no tomorrow. The general feeling was not of driving a fast car, no, it was more like being strapped to a runaway locomotive and this was on part throttle! Pedal to the metal it was more like something from NASA coming off the launch pad.

Of course the 427 was fully worked with all steel internals, lumpy cam, external belt drive oil pump and everything listed in the speed shop catalogue. The carby was a 1050cfm. Dominator topped off with a shaker through the glossy black bonnet. If you are aiming for warp speed you don't want to waste time getting there, so the diff had been fitted with a stump pulling 4-11 ratio.

The impression was that this car should only be driven on reinforced concrete roads as the rear tires could tear chunks out of the bitumen at any moment.

Would I drive this car on public roads? Of course I would, if I was leaving for overseas the next day and had already organised a driving licence in some remote country.!

An XD with the performance of a Supercar, what more could you want?

P.S. This car was sold minus the engine, which was put aside for a future project. To top the Falcon performance it should be fitted to a smaller, lighter vehicle. My suggestion of Suzuki Swift or possibly a Harley Davidson has not been acted upon.

Rob Switzer.



HENRY FORD IN THE AMAZON

Was Henry Ford truly one of the most successful businessmen and innovators of the 20th century as we see him today? Currently, we see that every business opportunity he touched seemed to turn to gold and is still influential in today's world; 100 years later. From popularising the 40 hour week to creating the Ford Foundation and providing an unprecedented wage for his workers so they could live to the fullest, he has helped shape the world today.

In 1927 Henry Ford decided that he wanted a private supply of rubber so he set his sights on the Amazon, a region recovering from the rubber boom. The rubber boom was an era where 60% of the World's rubber came from the Amazon between the years of 1860-1910. Towards the end of the era, the feat became known as rubber fever as the region depended on the trade of rubber to survive economically. A problem with mass production in the Amazon is that pesticides and rubber beetles were common to the area, so if one was to try and mass produce the tree, an infestation would occur; destroying the crop. The inevitable downswing came in between 1910 and 1920 when the British were able to get the seeds for the rubber trees and move them to a place where mass production was possible in Sri Lanka. This made the rubber more obtainable elsewhere and lowered the profit margin of rubber, creating an economic fallout in an already fragile society. People who could leave began fleeing the region in the hundreds as they searched for new job opportunities. Once booming cities were now in shambles, with no end in sight.

By 1928 Henry Ford was one of the world's largest businessmen, comparable to Bill Gates in terms of wealth and notoriety in today's world. He was known for his ingenuity as well as his development of societies across America as a way to create his idea of utopia. His next adventure was set to go to one of the harshest places on Earth and try his hand in creating a perfect American civilization. The Amazon. At this point Ford had direct access to all of his resources required to build his automobiles, except for one. That being rubber. With the export of rubber and its prices firmly in British hands, Ford had his reason to begin production along the banks of the mighty Amazon River. So, Ford hired a local Brazilian named Villares to survey an area of the Amazon that would be perfect for his rubber plantation. He bought 1 million acres from the Brazilian government and began to create his perfect society. Within months, Ford had been able to begin his endeavour on the Amazon by bringing in pre-made houses, tractors, and whatever machinery he needed to clear-cut a jungle. By the time he was finished setting up the village, there was a saw mill, a golf course, a modern hospital, a library, a hotel and a water tower that displayed his world-renowned emblem. Ford moved a mass of his to his now complete charming town. The town was set up to have rows upon rows of identical white pre-made houses perfectly separated.

As more and more locals migrated to the community for work, local businesses began to pop up around town as the social aspect picked up. Barbers, tailors, shoe makers and restaurants were constructed. The town begun to develop its own culture, as a piece of America in the heart of Brazil. However, Ford imposed his strict own set of rules for the residents that resembled his personal beliefs. These were not just imposed while the workers were working but also while they were living in the community. For example, alcohol was prohibited, even though it was legal in Brazil. If you were caught with alcohol or under the influence you were immediately terminated and forced to leave. Along with prohibition, jazz music was restricted as Ford had found the music to be distasteful. He much preferred country music at the time so square dancing became the staple in Fordlandia culture. The workers were encouraged to attend the dance hall and participate in the activities of poetry reading, square dancing, and sing-alongs. Nonetheless, local workers were paid 37 cents per day to work in the fields, which were a sizable increase to what they were accustomed to before. Thus, the appeal to relocate to Fordlandia was justified.

Furthermore, Ford controlled his workers diets. They were forced into a vegetarian lifestyle where that ate whole wheat flour bread, brown rice, and oatmeal, as this was what Ford viewed as an exceptional diet to live off. The problem with this was that the workers became malnourished as they were working in the scorching heat every day from 9-5, when in Brazil it was common practise

to work before sunrise and after sunset to avoid the gruelling heat. This led to one of the substantial issues with Fordlandia; the riots. By late 1930 workers were tired and becoming sick. The heat was unbearable during the day and the water had become infested with malaria. Plus, they had almost no rubber to show for their work. The plantation was failing and the workers were losing their patience for the Ford and his antics. So, one day after one of the workers yelled in protest at the cafeteria about the working conditions, a slew of other workers uproared and began to shatter their plates and glasses. The American workers that were in the cafeteria ran for their houses with some of them being chased by men with machetes. It took three days and the Brazilian military to sort out the mess in Fordlandia. After the riots, work began again but not much changed as far as success goes.

Fordlandia was a failure and Henry knew it. In 1933 the plantation was still failing to produce rubber as the saplings were still not growing at all. The reason for this pitiful result was not the workers, but the location. It turns out that Ford didn't hire a botanist. Instead, he sent his engineers to create the plantation even though none of them had any expertise in the area. As well, on average Ford had two hundred rubber trees per acre, when in the natural jungle there were seven trees per acre. Thus, the land was overly planted with a single type of plant that it couldn't sustain. Beside, the ground itself was deprived of its topsoil due to its rolling nature. Without the topsoil, the ground had no nutrients to grow the trees, making it impossible to produce rubber. What Ford had failed to notice when he bought the land was that the surveyor that he had hired was also the person that owned the piece of land. After finally hiring a botanist, it was determined that the ground was unable to sustain mass production of the rubber trees, but was a perfect place for blight, a disease that countered rubber trees.

In a last-ditch effort to try and save his investment in Brazil, he bought a new piece of land fifty miles inland. For the next 10 years, his men worked towards making their journey to Brazil worth it. He invested in a new type of rubber tree that he got from the Asian rubber trade that had a built tolerance to blight and could be more effective against disease. Nonetheless, just as Ford was beginning to make some progress and cultivate some product, synthetic rubber was developed so the need for mass rubber plantations was nullified. The most rubber that was ever produced in a single year was 70 tons in 1942. That year he had a goal of producing 38,000 tons. After it was all said and done, Ford ended up selling his land back to the Brazilian government for a fraction of what he paid for it. By 1945 Ford had completely left South America with twenty million fewer dollars in his pocket.

At the end of the day, Henry Ford was one of the greatest business and innovators of the 20th century. If he was not, then he would not have taken such a risk by investing in the rubber trade. Nevertheless, Henry Ford's venture to Brazil was a complete disaster. He had been unable to develop any sort of substance to show for his investment. Not to mention, his idea of a perfect society was not just denied, but met with violence by the local workers. Regardless, Ford's idea of utopia can still be found today as a complete ghost town being overrun by the very jungle that conquered him.



Thank you to John Turner for this article (and to Gail Fagernes for the dedication in re-typing it for John)

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